"All the News That's Fit to Print."

The New-York Times.

With FINANCIAL REVIEW and QUOTATION SUPPLEMENT

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With FINANCIAL REVIEW and QUOTATION SUPPLEMENT

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THE WEATHER.

Fair; slowly rising temperature; southwesterly winds.

THE NEWS CONDENSED.

Page 1.

It is now regarded as certain in the ranks of the organization Republicans that Col. Roosevelt will get the nomination for Governor if he will agree to the terms proposed by Senator Platt.

A conductor on a Columbus Avenue car wantonly assaulted a gunner of the Brooklyn. He threw him from the car and kicked the man in the face as he lay unconscious in the street.

At the annual collection for the missionary fund of the Christian Scientists, made yesterday at Old Orchard, Me., $100,000 was realized. Two thousand dollars of this sum was contributed by children at their meeting and women gave $8,000 at their special assembly.

There was a wreck on the New York, New Haven and Hartford Railway at Sharon, Mass., last night just after 7 o'clock in which four persons were killed and forty injured. The signal lights failed to warn an incoming train of the presence at the station of another train, according to reports, a fearful telescoping resulting. Physicians and undertakers were kept busy at the scene.

Page 2.

Members of the sub-committee of the Brooklyn Citizens' Cruiser Brooklyn Committee visited the cruiser yesterday, welcomed Capt. Cook and his officers, and informed them of the plan for a public reception.

T. E. Murphy, a sailor who was associated with Lieut. Hobson in the Merrimac affair, attended church in Harlem, and an impromptu reception was given him by the congregation.

Large crowds of people went to Tompkinsville to obtain a view of the seven big steel warships anchored there. Ferry facilities were taxed to their utmost, and the fighting vessels were surrounded by swarms of small craft. Visitors were allowed on board the warships, and the sailors gallantly showed them about, and told stirring incidents of the war.

In a letter to the Chicago Tribune, Dr. Nicholas Senn says the prevalence of fever among the troops in Cuba was due to Gen. Shafter's disregard of medical advice. He contrasts the condition of the soldiers under Gen. Miles in Puerto Rico and ascribes their good condition to the observance of rules of health suggested by frequent conferences with medical authorities.

Page 3.

A snap meeting of the Central Labor Union ordered a further strike at the Hoe Works, but the ironmolders and pattern makers' delegates refused to recognize the order.

The movement of the Second Division of the Second Army Corps, from Thoroughfare Gap, Va., to Camp Meade, Penn., will begin to-day. Six thousand Pennsylvania troops are destined to join Gen. Graham's command at Camp Meade.

The International Typographical Union, through a committee, has sent out circulars to the affiliated unions in this country, Canada, and the Sandwich Islands directing that preparations be made for the coming struggle for a nine-hour day.

Dr. A. Monae Lesser, Executive Surgeon of the Red Cross, in his report to the President and officers of the society detailing the Red Cross work accomplished in Cuba during the war, describes the conditions that confronted the doctors and nurses in the hospitals.

Horrible scenes of starvation, sickness, and death are reported from the camps of Spanish prisoners at Santiago, awaiting to embark for Spain. Some of them were so feeble that they fell in the streets while marching to the transports. About 9,000 remain encamped on the outskirts of the City of Santiago, and disease is carrying away great numbers of them daily. Wives of some of the Spanish officers, having no money to pay the voyage fee to Spain, are getting aboard the troop transports, which are poorly equipped, and others will probably have to remain in Cuba.

Page 4.

The Hon. Charles Russell, son of Lord Russell of Killowen, will leave Quebec for New York to-day, bearing the challenge sent by Sir Thomas Lipton, upon behalf of Ireland, for the America's Cup. Mr. Russell expects an early arrangement for the contest.

Page 5.

Frank Trauso is in a dying condition in St. Catharine's Hospital, Brooklyn, stabbed in the back, head, and neck many times. He refuses to tell who assaulted him.

The Joint High Commission delegated by the United States and Great Britain to dispose of questions disputed between America and Canada will meet at Quebec to-morrow. Several important matters are scheduled for discussion.

Page 7.

Hollis, the Georgia murderer, tried to have Eugene Reese, an innocent negro, lynched in his place.

There seems to be some doubt yet as to the understanding at Manila. Opinions at Washington differ as to whether, by the terms of capitulation, the United States comes into possession of the entire Philippine archipelago, or whether we simply take Manila and its suburbs.

The Bureau of Foreign Commerce has issued advance sheets of reports of Consular officers in the West Indies, made before the war with Spain was commenced. It is shown that, in the case of Puerto Rico, the natural bent of commerce was toward the United States.

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American exports to China have lately increased much more rapidly than those of the countries with which the United States is in competition in that market. The heavy falling off in cotton goods sales in China has not been felt as severely by America as by Great Britain.

Page 10.

Nathan Rosengarten, a young Socialist, committed suicide early yesterday morning.

Private Jones of the Tenth Cavalry celebrated on Saturday. He tried to devastate a Brooklyn saloon, but fell foul of the strong arm of the law.

A young Russian woman was at the Barge Office who claimed a Brooklyn man for her husband. He, however, was unable to identify her to his own satisfaction.

Secretary Alger has written a letter to Chauncey M. Depew explaining the difficulties the War Department has had in conducting the campaign against Spain.

The Rev. Dr. John P. Peters spoke of the reception to the warships, in connection with the Nation's added responsibilities, and advocated a larger army and navy.

A Kansas City detective arrived with a warrant for the arrest of Michael Seville, the Rough Rider who is charged with murder. He was surprised to learn that his man had escaped.

A bicycle cap found at the home of Dr. Kennedy, who is charged with the murder of Miss Reynolds, was identified as one purchased by a man who also bought a straw hat at the same time.

Mrs. Carl Fleming of Chicago, who had been lost for seven days in this city, was found, but the mystery surrounding her disappearance is still unsolved. Her two children were found on Saturday in Jersey City.

A woman living at 75 Ludlow Street became so excited during a slight fire in the building that she threw her two children from her window on the third floor and then jumped after them. All were caught by spectators and were not hurt seriously.

Arrivals at Hotels and Out-of-Town Buyers.—Page 2.
Marine Intelligence and Foreign Mails.—Page 3.
Yesterday's Fires.—Page 2.
Real Estate.—Page 7.
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Soldiers Reach Plattsburg.

PLATTSBURG, N. Y., Aug. 21.—Nineteen sick and wounded soldiers arrived from New York in the sleeper to-day and are now comfortably settled in the new quarters at the Plattsburg Barracks. They are mostly colored men belonging to the Ninth and Tenth Cavalry and the Twenty-fourth Infantry, but a few of them are members of the Sixth Cavalry and are Rough Riders. Many more are expected this week.

TO SEE THE BATTLESHIPS.
Take the steamers of the "Sandy Hook Route," from New York, Pier 8, foot Rector Street, [illegible]

ROOSEVELT STILL LEADS

The Only Question Now Discussed Is "Will He Come to Terms?"

S. E. PAYNE AS A DARK HORSE

He Is Mentioned as a Candidate in Case Col. Roosevelt Declines to Accept the Nomination with the Conditions Attached.

It has come to be taken for granted in the ranks of the organization Republicans that the nomination for Governor will go to Col. Theodore Roosevelt, if he will agree to the terms proposed by Senator Thomas C. Platt. The whole matter has resolved itself into the question, "Will he make the necessary promises?" The question that is being discussed among the politicians is no longer whether the Colonel can get the nomination, but whether he will take it with the conditions attached. If he has agreed, the fact is being kept a secret. He himself is silent. So is Senator Platt, and so is the Senator's political lieutenant, Congressman Quigg, who called on the Colonel at Montauk Point.

At Manhattan Beach yesterday the Senator sat on the porch of the Oriental Hotel all the afternoon, talking with his political friends. He was apparently in very good spirits, and was laughing and joking with the men around him. There was a larger party of Republicans there than usual on a Sunday. Among them were State Senator John Raines, Congressman Sereno E. Payne, Congressman Denis M. Hurley of Brooklyn, and Congressman Quigg. There were also four Buffalo men—State Committeeman John R. Hazel, State Senator Simon Seibert, Fire Commissioner Grattan, and Deputy State Controller W. J. Morgan.

Congressman Hurley was asked how much Roosevelt sentiment he thought there was in Brooklyn.

"Well," he replied, "I don't know about that, but they are surely down on Black. They might forgive him some things, but the course he took regarding the Brooklyn militia didn't please people. He got men to organize two regiments, and then they didn't have a chance to go anywhere, and I don't believe his action in disbanding the Thirteenth made him many friends."

The Congressman was asked if he believed the nomination of Col. Roosevelt would interfere with Lieut. Gov. Woodruff's chances for a renomination. He said he didn't think it would.

"The fact that both are from the same end of the State," he said, "doesn't count for a great deal. In 1870 the Republican nominees—Stewart L. Woodford and Sigismund Kaufman—both came from Brooklyn. If Roosevelt is nominated, Woodruff ought to have a good chance of getting the second place on the ticket."

Senator Seibert, who is here doing all he can to help along the Roosevelt boom, and who has told Senator Platt that the Republicans of the western part of the State are in favor of the Colonel's nomination, was asked what he thought of the outlook. He replied:

"I don't think anybody can prevent the nomination of Theodore Roosevelt for Governor but Senator Platt, and I don't think he will. In my opinion, Roosevelt will surely get the nomination if he wants it, judging from the way things look at present."

Senator Raines, whom a few people have mentioned as a possible candidate for Governor, had not a word to say about the Roosevelt boom. The only opinion he had to express on any political matter was that his liquor law would be used by the Democrats only on the east side in Manhattan with any success as a campaign issue. After thus expressing himself the Senator turned to join the group that surrounded Senator Platt, but as he drew near he discovered that Mr. Quigg was one of the party. On making this discovery he stopped and turned to the rail of the porch, where he stood looking out upon the broad stretch of water.

Mr. Quigg was sitting next to Senator Platt, who looked up and smiled when he saw the embarrassment of the author of the liquor law.

Congressman Payne told Senator Platt that J. P. Jaeckel, City Treasurer of Auburn, would make a good man to nominate for State Treasurer. The Congressman himself, besides looking for the interests of Mr. Jaeckel, is said to be seeking the gubernatorial nomination. There was more than one man at the beach yesterday who spoke of him as a dark horse. It is believed that Senator Platt would much rather have the Congressman get the nomination than Col. Roosevelt. Mr. Payne is on pretty friendly terms with the Senator, but he realizes the latter's position so far as it concerns the Colonel.

Not one of the men who were with Senator Platt expressed any doubt about the probability that Col. Roosevelt would get the nomination, but some of them were not at all sure that he would agree to the terms.

"There's no doubt," said one of them, "of Roosevelt's regularity. He's always been with the organization, and he's with it now. We wouldn't be going out of our ranks by nominating him, as some people suppose. He is, however, eccentric. His eccentricities may prevent the organization from coming to a satisfactory agreement with him beforehand. Nevertheless, he is a man who can be trusted, and if he promises he will do a thing there's no doubt that he will do it."

The Buffalo men are here booming Deputy Controller Morgan for Controller.

OHIO DEMOCRATS TO MEET.

Indications that Free Silver Men Will Control the Convention.

DAYTON, Ohio, Aug. 21.—The Democratic State Convention will be held here this week, with the usual district meetings Tuesday afternoon, the committee meetings Tuesday night, and the convention proper on Wednesday.

The conventions in the counties that were concluded yesterday indicate that the free silver men will control the convention, although the more conservative element has reorganized the State Committee recently. The more conservative delegates from Montgomery, Butler, and other counties have their seats contested, and may be thrown out. The conservatives are represented by Congressman Sorg, ex-Gov. Campbell, ex-Collector Dowling, and others, while the friends of John R. McLean, who managed the last State campaign, are radically for free silver and the Chicago platform.

Most of the factional fighting is for the control of the State Committee. Judge Allen Smalley, who will preside over the temporary organization and deliver the keynote speech, is for free silver and for the renomination of Bryan. Among those mentioned for the head of the State ticket as candidate for Secretary of State are William Bell of Licking, Lake Jones of Wayne, H. C. De Rau of Sandusky, and [illegible]

MANY GOLD HUNTERS PERISH.

Fifty Drown in Copper River or Fall Into Crevasses—Two Yukon Steamers Lost at Sea.

TACOMA, Wash., Aug. 21.—Sixty prospectors just returned from Copper River tell stories of terrible suffering. Those who survived are now rushing from Copper River back to Port Valdes. They say that an unknown number of men, estimated at fully fifty, have lost their lives by drowning in Copper River or falling into crevasses of the Valdes glacier while getting back to the seacoast.

In ten days fourteen men were drowned at Copper Centre, near the mouth of the Kulutine River.

Albert Faulk of Port Huron, Mich., says that many who started across the Valdes glacier did not reach Valdes, showing that they were lost in the crevasses.

Capt. Abercrombie in chrage of the Government exploration expedition, has his hands full feeding the destitute, many of whom left supplies on the Copper River a hundred miles away. Faulk says 500 men will be dependent upon Abercrombie for food within a month.

The Lewis-Klondike Company of Baltimore yesterday libeled the steamship Noyo for $24,000 damages in the United States court, alleging that the Noyo cut the plaintiff's steamer Evans loose off Howocan Island, and failed to tow her to St. Michael. The largest part of the damages is asked for the loss of Yukon business, which the Evans would have secured by reaching St. Michael earlier.

The Yukon River steamers Mona and Stickeen Chief were lost at sea while being towed from Wrangel to St. Michael. The steamer Dorra, which reached Juneau last week, passed the wreck of the Stickeen Chief off Kadiak Island. The crews of the lost steamers are believed to have been saved.

EUROPE DISCUSSES THE WAR.

America Has Not Yet Reached the Zenith of Her Power, a Berlin Paper Says.

LONDON, Aug. 22.—The Berlin correspondent of The Times says the press teems with discussions of the Hispano-American war. "One point," says the correspondent, "on which all agree is that if America has not yet reached her zenith, Spain has probably touched the nadir of her greatness.

"The National Zeitung advises Spain to retire for a moment from the lists of the powers and devote herself to the cultivation of her land, and to rest satisfied in her Mediterranean interests, which still give her influence in all foreign questions.

"The same paper thinks that America's direct gain is small and that her weight as a great power is practically unchanged. The cause of this indication is found to be in the theory entertained here that a power without a vast standing army, drilled and molded together into a spirit of absolute organic discipline, cannot hope to face any other power in the proud possession of such an army, and it is doubted whether America will reorganize her army on the model of the great European system of universal conscription.

"This is clearly demonstrated by the writer when he says that 4,000,000 of raw soldiers will not much alter the situation. They must be drilled and taught the science of war if they are to be of use against armies obeying one voice, and moving as the wheels of an engine with one motion, impelled by one hand and directed against one end.

"The Frankfurter Zeitung, on the contrary, thinks America has begun a new life and inaugurated a new policy of usefulness good for mankind. It says the American State is built on freedom and tolerance, untrammeled by the bureaucratic traditions which hamper older nations. 'Had Spain won,' says the Zeitung, 'both nations would have been blighted by priestly absolutism, corruption, and relentless despotism.'

"The Zeitung considers the Philippines a question where America must prove herself worthy by the position she has won and undertaken to uphold."

PRESIDENT TO VISIT OMAHA.

Will Attend the Peace Jubilee to be Held in October.

OMAHA, Neb., Aug. 21.—President G. W. Wattles of the Trans-Mississippi Exposition has received a dispatch from Manager E. Rosewater, at Washington, stating that President McKinley has given a positive assurance of his consent to be the guest of the exposition during the grand peace jubilee, which will be the feature of early October.

Mr. Rosewater called upon the President and extended an invitation in the name of the exposition not only to the President, but to members of the Cabinet as well. The success of the peace jubilee is now assured, and the managers expect that hundreds of thousands of people will be on the grounds during the week.

GRAND ARMY WAR CONCERT.

Preparations for Cincinnati's Celebration of the Return of Peace.

CINCINNATI, Ohio, Aug. 21.—One of the unusual features for the thirty-second National encampment of the Grand Army of the Republic in this city Sept. 5 to 10, is a war concert to be given on the first three nights of encampment week at Music Hall.

Three prominent local choral organizations will participate. The most powerful of these is the United Catholic Choir, under the direction of Prof. Andrew Boex. This choir will be made up of 500 of the best trained voices in all the Catholic choirs of the city, and their performance will be meritorious. Alternating with this immense choir will be the Orpheus Club, of 150 voices, under Prof. Charles Graninger, and the Cambro-American Choral Society, comprising 150 trained voices, under the direction of the well-known tenor, Prof. David Davis. The chorus will be supported by Weber's military band of fifty pieces.

It is now settled that Commander in Chief Gobin, who is the commander of Camp Alger, will be here on a leave of absence during the encampment week. President McKinley and members of his Cabinet and distinguished officers of the army and navy are expected for the peace jubilee.

Soldier's Wife Commits Bigamy.

GUTHRIE, Oklahoma Territory, Aug. 21.—John J. Green of Chandler, who enlisted in the army at the first call and went to Cuba, returned on a furlough the past week, found his wife married to Calvin Logue, and the two living on his pay he was sending home. Logue and the woman were jailed for bigamy yesterday.

"The American Girl" Battleship.

CHICAGO, Aug. 21.—Projectors of the plan to have a battleship to be named The American Girl built by subscriptions by women and girls, sent out 100 letters last night from their headquarters on Dearborn Street. These letters are the beginning of a "chain" subscription, amount not limited, which the promoters hope to see result in the accumulation of $4,000,000 or $5,000,000. The returns will be sent to Washington. Half a dozen young women have volunteered to do the clerical work, and [illegible]

BROOKLYN GUNNER ASSAULTED

Brutal Conductor Threw Him to the Street, Where He Lay Unconscious, and Then Kicked Him.

One of the gunners of the battleship Brooklyn came in contact with a Columbus Avenue line conductor last night. The result was that the man who had passed unharmed through some of the fiercest fighting of the war was first insulted, then pitched headlong from a car to be picked up unconscious. After this brutal act, the conductor got away, avoiding arrest. The gunner is Patrick McGill. He is a slightly built but athletic appearing man of twenty-two years, whose home is at 443 West Twenty-sixth Street.

Just after 8 o'clock last night he and a friend, James Bowden, left an Amsterdam Avenue car at Sixty-sixth Street, and took transfers there for a Columbus Avenue line. The men had been drinking some, but were not intoxicated. They had been discussing the war, and, no car being in sight when they received their transfers, they continued their talk and walked up the street. The car overtook them after they had gone half a block, and the sailor and his friend boarded it. They still talked earnestly after they got seated on the last seat, facing the rear dashboard.

The conductor, big and burly, scowled at his passengers when they presented their transfers. "They don't go here," he jerked out. "You got on the wrong place for those." Then the gunner and his friend tried to explain their walk, but the conductor would not have it. He insisted on fares being paid, and took them, though all the passengers in the car cried "Shame!" and one man yelled "Remember the Maine."

But the conductor refused to remember anything but his fares. Even when he got them he was not satisfied.

"You fellers," he said, speaking to the gunner, "think you own the earth since you got up here."

And the gunner said: "I'm proud of what we have done."

"Proud, hell!" growled the conductor. Then he grew bitterly insulting; then profane. The gunner said a few things about cowards and the passengers said some things on the same line. The conductor talked louder and louder. Finally, just as the car reached Seventy-sixth Street, he pulled the bellrope and the car stopped. With a fierce oath he grabbed McGill, and, lifting him bodily, hurled him from the car.

The gunner shot through the air and landed in a heap on the stone pavement. A cry of rage went up from the passengers. But even that did not satisfy the conductor. In an instant he was by the gunner's side. The man lay as though dead, and there was not even a groan from him when the conductor kicked him squarely in the face with his heavy shoe.

The passengers were in an uproar by this time. The conductor only swore at them when he went back to his car, and grasping the collar of Bowden, the gunner's friend, dragged him from his seat and sent him reeling into the gutter. Then the car went on.

Besides the passengers half a dozen persons along the street had witnessed the assault. R. K. McLea of 60 West Seventy-sixth Street ran and jumped on the car. He is a member of the Seventh Regiment, and an athlete.

"I want your number; you can't put me off," he yelled at the conductor. But the man tilted his hat back, so that the number could not be seen. Half a dozen passengers yelled, "He's No. 133." McLea, however, snatched the man's hat, and saw the number for himself. Then he jumped from the car and went back to McGill.

The gunner had been picked up unconscious and carried to a drug store at the Seventy-seventh Street corner. Patrolman Baxter of the West Sixty-eighth Street Station, appeared just as he was being carried in. He was hurriedly told what had occurred, and dashed after the car. By that time it was out of sight, and the policeman gave up the pursuit after a chase of two blocks. It was several minutes before the gunner was revived. As he opened his eyes and looked about he muttered: "This is more than I got at Santiago."

The cut on his head was dressed, and although he admitted that he felt badly, the gunner wouldn't hear of an ambulance being called for or of going to a hospital. "I guess I've got to stand it," he said. After half an hour's wait his friends took him home.

The policeman was anxious to make an arrest. The cable line inspector for the district said he was anxious to help him, and told him to wait for the car on its return trip. But, somehow, either the number obtained was not the correct one or the car got by, for the conductor could not be found. McLea, with Al. Hussey of 17 West Twenty-fourth Street, and half a dozen others who witnessed the assault, constituted themselves into a committee, and agreed to go to the West Side Court to-day to tell what they had seen, and ask that the conductor be found and punished.

TORRID WEATHER IN FRANCE.

Five Hundred Soldiers Overcome in Nancy—Many Persons Killed by Lightning.

PARIS, Aug. 21.—The almost tropical heat which has been experienced here for some days was increased to-day, and many deaths and sunstrokes are reported. The air was absolutely stagnant. The troops manoeuvring in the Nancy District suffered terribly, and 500 of them were overcome by the heat, some of whom have died. Every kind of vehicle was brought into use to carry them into the village.

Thunderstorms are reported in some districts in France, and many persons were killed by lightning. A storm at Rouen lasted twelve hours. During the storm forty houses were struck. In one instance lightning struck a barn, setting it on fire and killing a number of horses it contained.

In many places in Northern France much damage was done to life and property. Ten deaths have so far been reported, and many persons were injured.

The drought is becoming serious, and if it continues Paris will be compelled to resort to the use of water from the Seine.

IN DEFENSE OF SIGSBEE.

Maine Commander's Brother Denies Capt. Mereu's Charges.

CHICAGO, Aug. 21.—L. P. Sigsbee of Chicago, a brother of Capt. Sigsbee of the wrecked battleship Maine, says:

"It is unfortunate that Capt. Mereu left the United States so quickly after making the statements that he did. Otherwise his nose would have been twisted from his face. When Capt. Mereu says my brother had tears in his eyes other than for the loss of his men, he lies. When he says the officers of the Maine were ashore drinking champagne on the night in question, he lies again.

"If my brother had tears in his eyes at all, it was for the loss of his brave crew, and I believe the whole Nation wept at the same time."

SEVERAL DIE IN RAILROAD WRECK

Sharon, Mass., the Scene of a Frightful Collision.

PASSENGER TRAINS WRECKED

New York, New Haven and Hartford Express Crushes a Local.

Physicians and Undertakers' Wagons Kept Busy—List of Dead and Injured Not Fully Known.

BOSTON, Mass., Aug. 21.—A terrible railroad accident occurred on the Providence Division of the New York, New Haven and Hartford Railroad at 7:17 o'clock to-night.

Four passengers were killed and forty were injured, some of them fatally, and many of them seriously. The cause of the accident was the failure of a signal light to work properly.

The train from New Bedford, consisting of Engine No. 775 and five cars, ran into the rear of the train of five cars and engine from Providence. The New Bedford engine smashed completely through the last car of the Providence train, splitting the car into two parts. It penetrated about four feet into the next car.

The shock of the collision was felt throughout both trains. Passengers in the next to the last car of the Providence train were thrown into a pile at the front of the car. The Providence train was just pulling out of the station when the accident occurred.

There is a sharp curve just before the Sharon station is reached, which prevented the engineer of the New Bedford train from seeing the Providence train. The signal light was white, which would indicate to the engineer a clear track ahead. According to reports, the tower man was unable to turn the light, the apparatus being out of order.

The running of the trains to-day is explained as follows: The train which left Taunton at 6:26 ran to Mansfield, where it was met by the train which left Providence at 6:08. This latter train usually takes up the two rear cars of the Taunton train. Owing to the heavy travel yesterday, it is said that the trains ran separately. At Sharon the rear section ran into and telescoped the first section.

Many passengers had miraculous escapes from death. D. C. Canton of Providence, R. I., was in the last car of the Providence train. The engine, when it entered the car, threw him out of the window. His wrist and his head were badly cut.

A. S. Nichols of the Parker House, Boston, was seated four seats from the rear end of the rear car. The engine pushed its way through the car beside him and made a hole in the floor, through which he was able with assistance to escape. From his appearance one would say that he was badly injured, but he said that he was only bruised and scratched.

The Work of Rescue.

Albert T. Fletcher of Chelsea was seated in the centre of the first car of the New Bedford train and felt the shock and heard the windows smash. "With the assistance of other passengers," said Mr. Fletcher, "we proceeded to open a space in the last car by means of axes. The engine was completely under the car. Quite a number of bruised and badly injured persons were helped out of the hole. The first woman taken out was carried to the station and she expired soon after."

Many of the passengers did heroic service. F. Tudor of Boston, who was on the Providence train, was quite badly burned assisting the injured passengers. Mrs. Fletcher and Mr. Tudor were joined in the work of rescue by George W. Britt of the Redpath Lyceum Bureau, A. L. Fletcher of Boston, prominently connected with the firm of R. H. White & Co., and John Adams Thayer of Newton, who, with his wife, was on the New Bedford train in the first car back of the engine. Other passengers did equally good work in rescuing, but their names could not be learned.

Among the physicians who were on the scene were Dr. Bullard of the Boston City Hospital, who was on the Providence train; Dr. McCormick of Jamaica Plains, who is spending the Summer in Sharon; Drs. Callis, O'Toole, Ross, Chase, Tenney, and Swan of Sharon. The undertakers were Worthington and Letwe of Stoughton, and Dockray of Canton.

Both the fireman and engineer of the New Bedford train were uninjured. The fireman jumped before the accident, but the engineer stuck to his post. The cab of his engine was not damaged in the least. Mr. Fitzgerald's eight-year-old child was pinned under the engine and was terribly injured. The wrecking train arrived at 8:30 o'clock, and immediately went to work clearing the tracks. The passengers and most of the injured arrived in Boston at 9:52.

The full list of the killed and injured has not yet been accurately obtained. Among the dead are:

BRISTOL, Mrs., of Winthrop, Mass.
FITZPATRICK, Mrs. W. T., and child, of 215 Huntington Avenue, Boston.
WATERS, Frederick L., of Somerville, Mass.
A woman believed to be Mrs. WASHBURN of Westerly, R. I.

Among the injured are:

BERNARD, Mrs., 454 East Third Street, South Boston.
A child of Mrs. J. Fitzpatrick, who was killed.
WHITCOMB, Mr. and Mrs., of the Castle Square Hotel, Boston.
BRISTOL, C. H., of Winthrop, Mass.
FRYE, A. C., of Revere, Mass.
CROCKETT, of Washington Street, Somerville, Mass.

National Order of B'rith Abraham.

PHILADELPHIA, Aug. 21.—The fortieth biennial convention of the National Order of B'rith Abraham opened to-day in this city. Over 300 delegates were present, representing 280 lodges in the United States. The Rev. Dr. Zinsler of New York opened the day's proceedings with prayer. There were a number of speeches of welcome. The report of Grand Master Samuel Dorf of New York was read and adopted, and nominations for officers were made. To-night there was a general discussion of subjects of interest to the order. The convention will terminate on Wednesday.

TO LEND MONEY ON CATTLE.

New Chicago Concern Incorporated in West Virginia.

CHICAGO, Aug. 21.—The Chicago Cattle and Loan Company, with a paid-up capital of $250,000, was incorporated yesterday at Charleston, West Va. The stockholders, who are all of Chicago, are P. D. Armour, G. F. Swift, Nelson Morris, L. B. David, P. A. Valentine, F. H. Winston, I. A. Spoor, A. H. Veeder, and Nathaniel Thayer.

Among the other men said to be interested in the company are Chauncy M. Depew, William C. Lane, and W. D. Guthrie of New York, and a number of Boston capitalists. The charter expires in 1948, and the capital stock is limited to $500,000. The company will lend money to owners of cattle and other live stock.

SEIZED A TICKET OFFICE.

How William Proper Collected a Claim Against a Railroad.

CHICAGO, Aug. 21.—William Proper of the suburb of Berger is one man who "went against" the Pennsylvania Railroad Company with its enormous capital and compelled it to settle.

Proper complained that the company had misused him in connection with a commutation ticket. Yesterday he seized the West Pullman ticket office of the line, holding it by force until the company paid him $12 and costs in the case.

Proper declares the company changed its schedule time on passenger trains shortly after he bought his commutation ticket, and that in consequence he was obliged to drive from Bergen to Riverdale, where he boarded the Illinois Central.

FIRE IN A STUDIO.

Started from Spontaneous Combustion —A Badly Frightened Woman.

A fire for which four alarms were sent in occurred at 9:15 o'clock last night in the building at 297 and 299 Fulton Street, Brooklyn. The fire started by spontaneous combustion in C. B. Conant's photographic studio on the top floor. The studio was burned out and the entire stock was ruined. The first three floors, occupied by the Goodyear Rubber Company, were not badly damaged. The loss to the building and stock is estimated at about $2,000.

At one time the fire threatened to spread to the building at 301 Fulton, also occupied by the Goodyear Company. By prompt work this was averted. Acting Detective Murphy of the Adams Street Station was told that a woman was in 301, and was unable to get out. He rushed into the building and found her paralyzed with fear. He succeeded in getting her safely out.

SOLDIERS AND SAILORS RIOT.

Threaten to Lynch a Saloon Keeper for Shooting a Sailor.

NEWPORT NEWS, Va., Aug. 21.—The riotous scenes in Newport News last Thursday, when it was feared a negro would be lynched for killing a member of the One Hundred and Sixth Indiana Regiment, were repeated in Phoebus this afternoon.

A saloon keeper named Tucker shot John J. Corcoran, a seaman from the collier Cassius, who attempted to forcibly enter his barroom. A large crowd of sailors and soldiers threatened to lynch Tucker, but he was taken away by three officers at the point of their revolvers, and lodged in Hampton jail. Afterward a number of sailors and soldiers broke into the saloon and destroyed everything it contained. A detail of regulars from Fort Monroe was sent to quell the disturbance. Corcoran's injuries are not serious, the ball having entered his ankle.

The San Francisco, Cushing, Ericsson, Winslow, Stranger, Foote, and Manning arrived in Hampton Roads to-day.

EUROPE RESPECTS US NOW.

Perry S. Heath, First Assistant Postmaster General, Writes Home.

MUNCIE, Ind., Aug. 21.—A letter received in the city by the parents of First Assistant Postmaster General Perry S. Heath, who is making a tour of Europe on a vacation, shows that in the eyes of the Europeans we are just now the bravest and most dangerous foe on earth.

In part the letter says:

"It's a genuine pleasure traveling in Europe since we whipped Spain. Europeans have believed that we wouldn't fight if we could, and couldn't fight if we would. Now they believe the reverse—that we are the bravest, most skillful, and most dangerous foe on earth. Commercially and for respectable objects this is worth more than the cost of the war. President McKinley stands in Europe as the equal of Grant, Lincoln, Napoleon, or Emperor William I. —the first in all that humanity and war represents."

Mr. Heath and his brothers Fletcher of Hamilton and Fred W. of this city are interested in the establishment of a bank in Honolulu, and the Assistant Postmaster General probably will soon visit the Pacific to look after the matter.

Drowned While Bathing.

ATLANTIC CITY, Aug. 21.—J. Kneifel, a cornet player at the Fortesque Pavilion, was drowned in the surf while bathing here this afternoon. Kneifel lived in Wilmington, Del. His body was recovered.

Nominated for Congress.

CALIFORNIA.—Third District—Victor H. Metcalf, Rep.

THE WEATHER.

The local forecast may be found at the top of this page to the right of the title.

The high temperature between the Rocky Mountains and the Missouri River has continued, Rapid City and Omaha reporting 100 degrees; North Platte, 89 degrees; St. Louis and Pueblo, 96 degrees, and Havre, Huron, Denver, Dodge City, Palestine, and Little Rock, 94 degrees. This hot wave has been broken in Montana by a decided fall in temperature, Helena reporting 26 degrees' fall in twenty-four hours. Rain and thunder storms have occurred in the South Atlantic and Gulf States. The temperature has risen in the Ohio and Middle Mississippi Valleys, the lower lake region, and the Middle and North Atlantic States.

A fall in temperature may be expected in the Middle and Upper Missouri Valleys and Middle and Upper Rocky Mountain region. The temperature will rise slowly in the Middle and North Atlantic States and the Ohio Valley, and the heated term will continue to-morrow in those regions.

The record of temperature for the twenty-four hours ended at midnight, taken from THE NEW-YORK TIMES'S thermometer and from the thermometer of the Weather Bureau, is as follows:

	—Weather Bureau.		—TIMES.
	1897.	1898.	1898.
3 A. M.	63	66	71
6 A. M.	62	66	70
9 A. M.	72	74	74
12 M.	75	79	80
4 P. M.	71	82	82
6 P. M.	71	81	81
9 P. M.	70	76	78
12 P. M.	71	73	75

THE TIMES'S thermometer is 6 feet above the street level; that of the Weather Bureau is 285 feet above the street level.

Average temperatures yesterday were as follows:

Printing House Square	76¾
Weather Bureau	74
Corresponding date 1897	69
Corresponding date for last 20 years	73

The maximum temperature yesterday was 82 degrees at 4 P. M., and the minimum 65 degrees at 6 A. M. The humidity at 8 A. M. was 70 per cent., and at 8 P. M., 68 per cent.

The Fastest Train from New York to Washington is the "ROYAL LIMITED," via Baltimore and Ohio Railroad. Its time is Five Hours.—Adv.

$100,000 FOR MISSIONARIES

Christian Scientists Contribute with Open Hands at Old Orchard.

CHILDREN GIVE TWO THOUSAND

Women Surrender $8,000 of Their Shopping Funds—Relieved Sufferers Relate Their Experiences.

OLD ORCHARD, Me., Aug. 21.—This has been the biggest day in the history of the Christian Scientists' Society. The annual collection was taken to-day, and as a result to-night over $100,000 more is in the coffers of the missionary society than there was when the sun rose this morning. Four collections were taken, three for the adult society and one for the children, and the Rev. Dr. Simpson feels that the success of his missionaries and the loyalty of his followers will be no longer doubted.

The day was all that could be desired. Excursions were run from all parts of New England, and on the beach bands from different sections kept the music lovers in good humor. At the camp grounds, half a mile out of the main settlement, 15,000 people gathered at the afternoon meeting, and the attendance at all the services was phenomenal.

The day's assemblies opened at 6:30 with a prayer meeting. This was followed at 8:30 by a prayer and thanksgiving service with the Rev. Dr. Henry Wilson as leader. At 10 o'clock the Rev. Mr. Simpson preached his annual missionary sermon. There were 10,000 persons in the grove and the speaker wore a very satisfied look when he stepped to the front of the platform. He spoke for an hour and then told the auditors the annual missionary offering would be taken and he wanted it a record-breaker.

Ushers were sent through the audience. The Rev. Mr. Simpson acted as Commander in Chief, and directed their movements with a dexterity that was astonishing. It was half an hour before the ushers were called in and the audience dismissed. Money of all kinds, from pennies to a check for $5,000, was in the collection. Seventy-six thousand dollars was taken. There were crisp new Treasury notes, soiled notes, drafts, gold, silver, and paper. A record had been made. The honor of the largest collection ever taken at a morning service of any religious society belonged to the Christian Scientists Missionary Alliance, and the Rev. Dr. A. B. Simpson was the cause.

The audience was dismissed and told to meet at 1:30 for the children's gathering, when another collection would be taken. The women's meeting, under the leadership of Mrs. Simpson, was also held at the same time, and she was assisted by Mrs. Sharpe, Mrs. Clements, and Miss Wheeler.

When the collection, which was attended to by the tots, under the direction of the Rev. D. W. Lelacheur, was finished over $2,000 in small and large coins was given up. An oblong pasteboard box, walled with pennies, was handed to Mrs. Simpson. That lady said it had been sent by a little girl who was unable to be present, and the speaker had no idea how much was contained within the four sides of the box.

Dean Perk presided at the missionary meeting at 3, and addresses were delivered by Miss Wheeler and Mr. Lelachu. Then another collection was begun. This time about $15,000 was contributed, and the Rev. Mr. Simpson's satisfied smile grew larger. Dr. Plummer spoke to the women, and the hearers surrendered $8,000 of their shopping money, and thus it ran until to-night over $100,000 is in the coffers of the Missionary Society, to be expended by it in all parts of the world.

The most interesting meeting was the one this evening, when those who had received relief from suffering were given a chance to talk. Nearly 100 people from all over New England gave testimony, the affections enumerated including consumption, tumors, cancers, paralysis, nervous prostration, rupture, bronchitis, deafness, nearsightedness, rheumatism, eczema, neuralgia, dyspepsia, heart disease, cholera morbus, sunstroke, toothache, blood poisoning, and fractures of bones.

One young woman, a returned missionary, testified that the Lord, in answer to prayer that a "jumping toothache" might be stopped, alleviated the pain and filled the bothersome cavity which had caused the ache. Another testified that the Great Physician had restored to its former length a leg that had become shortened by a fracture. Miss Emily C. Wheeler, a foreign missionary who for many years has been at Harpoot, Turkey, said that eleven years ago she was cured of consumption by divine power. She had long been consigned to the use of glasses on account of nearsightedness, but one day when she was in New York she visited the Rev. Dr. Simpson's church and forgot to take her glasses with her. She prayed to God to give her perfect vision and He immediately answered her prayer.

E. L. Bower of Cleveland, Ohio, took the platform and said: "Four years ago I was cured by Divine power of a severe throat trouble, a stomach trouble, and a bad case of foolishness." Shouts of "Praise the Lord!" greeted this brief testimony. Mrs. Cutter of Santa Barbara, Cal., had been cured of total paralysis. The scars made by an operation prior to her placing her body in God's keeping have been completely eradicated.

An annointing service in the tabernacle followed the testimony meeting. During the day a dispatch was sent from the convention to President McKinley urging that the Philippines be held by the United States in order that the Gospel may be carried there by American missionaries. The last meeting of the day closed at 10 o'clock. At a late hour the leaders of the meeting are busy counting the cash they have received, and they will not finish their labors until long into to-morrow.

ARREST OF COUNTERFEITERS.

Five Members of a Dangerous Gang Caught in Detroit.

WASHINGTON, Aug. 21.—Chief Wilkie of the United States Secret Service is greatly pleased at the success of his agents in breaking up the gang of counterfeiters that has been operating in the West for years.

Several days ago five of the men were arrested at Detroit and about $10,000 of counterfeit money seized. The money was in the form of the Hancock two-dollar notes and the Windom notes of the same denomination. The steel plates, presses, and seal of the Hancock notes were captured with the counterfeiters, but not until to-day were the plate and presses of the Windom notes found.

Chief Wilkie was advised that they had been seized in Detroit. The counterfeiters were taken practically red-handed, and are certain of good terms in prison. These counterfeiters have been a source of investigation by the Secret Service for eight years.

CROWDS SEE THE SQUADRON

The Seven Steel Warships Off Tompkinsville Attract a Multitude of Visitors.

FERRY FACILITIES TAXED

Swarms of Small Craft Surround the Big Vessels, and the Sailors Gallantly Show Throngs Through the Fighting Machines.

Floating once again in the blue waters of their home port, the metal of their upper work glistening in the softened rays of a Northern Summer's sun, motionless at last, save for a graceful lifting and falling on the gentle harbor swell, the seven great warships that were in Saturday's parade rested in peace off Tompkinsville yesterday, and tens of thousands of visitors went there to pay them quiet homage.

The fires that had raged in their furnaces almost constantly for many months in the terrible work of war had been at last extinguished. The mighty throb and crash of the engines had ceased, and in the muzzles of the guns, whence the story of a Nation's arms had been told to all the world, there had been once more inserted the brass tompions, the instruments of peace, while the grim weapons were being lightly trained this way and that by the hands of smiling women.

Yesterday was only a continuation of the reception accorded on Saturday to the vessels and the heroes that manned them. Nearly 200,000 persons were drawn to Staten Island during the day by the huge steel magnets of gray and the men upon them. The Staten Island ferry carried more people to and from the island than ever before in its history for a single day. All six of the line's boats were in service. The regular schedule was abandoned, and the boats were dispatched from either terminal as fast as they could be loaded and unloaded. The service proved even then utterly inadequate to carry the sweltering thousands who surged about the ticket offices.

Boats Every Few Minutes.

From 10 o'clock in the morning until 6 o'clock in the evening, boats carrying a thousand persons or more each, were dispatched on an average of one every ten minutes, and throughout the afternoon double lines of men and women waiting to purchase tickets extended for hundreds of feet out upon the street at the New York terminal.

But the ferry carried only a part of the mighty throng that visited the island. Every kind of boat that could be spared from regular travel was in use. The big excursion steamers Governor, Al Foster, Defender, and Sylvester began the business early in the day, and obtained full cargoes of enthusiasts until late in the afternoon. The tugs Mutual, Atwood, and a score of others made regular trips throughout the day.

The visiting thousands began to arrive at Staten Island by 7 o'clock in the morning. The great bulk of the visitors went by train to Tompkinsville and then scattered along the shore and piers and onto the hill back of the village, from which coigne of vantage they could see the Boroughs of Manhattan and Brooklyn and have seemingly at their very feet the big ships.

Another portion of the crowd first viewed the ships from St. George and then walked to Tompkinsville, while still others continued to Stapleton, where a fine view of the fleet was to be had. The early morning arrivals were forced to content themselves with a distant view of the vessels, for the gangways were not thrown open on all the ships to the public until the afternoon.

An Inspiring Picture.

But in the clear light of a perfect day the picture on the bay was inspiring. The gray leviathans lay stretched along in a double line which extended from Tompkinsville almost to Stapleton. On a sea that was as smooth as a great mirror the vessels were reflected distinctly. The rays of the early morning sun were reflected back in sparkles from the brass railings and trimmings, and the whole picture was like a painted fleet on a painted sea.

The men on shipboard are early risers, and could be seen by the earliest visitors scurrying about the big vessels, bare legged, washing and polishing and generally preparing their craft for the inspection of their visitors. The New York lies nearest the shore, almost directly opposite the principal dock at Tompkinsville, about a quarter of a mile off shore. Four or five hundred feet distant to seaward is the Brooklyn. Next lies the Iowa, and in turn the Indiana, Massachusetts, Texas, and Oregon, the Pacific representative being more than a mile from Tompkinsville.

But the inability of the morning crowd to get on board the big vessels did not prevent them from going out into the harbor and rowing around them, inspecting their upper and outer works and giving words of welcome to the sailors who worked above. Around the vessels, like a swarm of flies, were rowboats, launches, tugs, yachts, and river craft of every conceivable description. From nearly every yachting and boat club around the city went fleets of craft, and by 10 o'clock the great rush was on.

Every hour added to the crowding and jostling, enthusiasm and excitement. Every train from St. George poured out its expectant throngs from New York. Nearly all the dwellers on Staten Island made their way by train or trolley to the eastern shore. The little village of Tompkinsville, overrun by the gathered thousands, resembled a huge fair ground, with all its attendant bustle and confusion. Children were lost, dogs were stepped upon, women by the score were separated from their escorts.

The Enterprising Vendor.

Vendors from every conceivable point of vantage, were crying every imaginable article, from naval war pictures to pink lemonade. There were men with field glasses lending them out at a nickel a look. Pictures of Sampson, Schley, and other naval heroes were sold rapidly, as well as pictures of the vessels of our victorious fleet. There were thousands of alleged relics from Cuba to be secured for a song. The cries of the ham sandwich vendor arose in unison with the stentorian tones of the man whose employer had a boat to hire, while flitting uneasily here and there with a baleful gleam in his eye, was the ever present camera fiend "snapping" everything in sight.

The old veteran was there in force eager to explain how naval warfare was managed in his day, and time, and dilating upon the real devilishness of a full-grown fighting ship. There was also the searcher after information, the man whose conversation with every sailor he met gradually resolved itself into a sort of cross-examination concerning the thickness of the copper rimming about a thirteen-inch shell, or as to the striking force of an armor-piercing missile at a given distance when the initial velocity is known. The man who had seen other navies, and the man who had never before seen a war vessel in all his life, were also there.

But the women were in the majority. They said little about ships. It seemed to be the simple bravery of men that appealed to the feminine mind. They were the men who had won the victory, and the women were there for hero worship.

It was a good-humored crowd, though a hilarious one. The wild, whooping hullabaloo of Saturday was missing, but the spirit of rejoicing was over all, and frequently found expression in shouts which might have been the echo of the first day's ovation.

Police on Hand.

Chief of Police Devery had early in the day sent twenty-five policemen to assist in managing the crowds, and the entire Staten Island force was also on hand. The policemen had their hands full in preventing inextricable confusion and serious accidents on the miserably arranged piers where embarkation was taking place. From the overcrowded docks were putting out every conceivable sort of craft, from a home-built, flat-bottomed boat sculled by Staten Island small boys, through a range of catboats, sloops, schooners, yawls, tugs, launches, and steam yachts. All were loaded to the guards. All the launches and small steamboats which could be chartered for the day were in use carrying passengers. Every Staten Island clam digger had his rowboat there, and rowboats had come from Long Island and about New York, even as far away as the Harlem River. There were fully 200 of the rowboats alone.

The current price on all boats was 25 cents a head for one way. This meant a revenue of from $2.50 to $25 a trip, and no trip took over an hour.

One of the most popular means of viewing the craft was an improvised one. The Captain of the canal boat Nestor and the Captain of a tug boat were responsible for it. They combined forces. The canal boat was floored over and a temporary railing put up around the edges. Then decked in, with flags flying from improvised poles made of boat hooks, the canal boat made a big floating grand stand from which the ships could be viewed as the tug towed the unwieldy craft in a circle around the fleet. On many of the trips this outfit carried more than one hundred persons. It was peculiarly adapted for the use of bicyclists, as they were allowed to take their wheels along free of charge.

Women Take Rowboats.

The rowboat men, whose craft were not so comfortable as others, soon found their strong point, and in soliciting patronage called attention to the fact that the occupants of their boats would be brought so close to the ships that they could actually touch their steel sides. This was a privilege that appealed to the women, and cargoes were easily secured. The rowboats could lie alongside, and give the occupants a chance for a little chat with the sailors, but for this an extra fee was charged by the boatmen because it took time.

The big excursion steamers, bound for Coney Island, Rockaway Beach, the Fishing Banks, and Shrewsbury, Atlantic Highlands, and the Jersey beaches, all went in and out by the Staten Island shore, instead of following the Long Island coast, which is the shorter route from the Battery. The warships were anchored most conveniently for the excursion boats, lying wide apart, allowing them to pass in and out between the big vessels.

Gangways Thrown Open.

At 10 o'clock the New York announced that her gangways were thrown open for the public, and immediately there was a wild scramble of excursion boats to land their passengers on board the flagship. Accidents innumerable were barely averted, as little care was taken in getting alongside. Within a short time the big vessel was swarming with men, women, and children from superstructure deck to fireroom.

Admiral Sampson, Capt. Chadwick, and nearly all the wardroom officers of the vessel were ashore, and half the enlisted men were enjoying a "run on the beach," but those that remained had a busy day of it. Nearly all had lain in their vessels off Tompkinsville many times, but they had never been greeted so effusively before. The enthusiastic men and women who kept rushing over the gangway by hundreds wrung their hands and slapped them on the back, as if they had just rescued them from the jaws of death. Wonderment was expressed by the visitors that everything should be so spick and span on board a vessel which only a few weeks ago had been in the heat and smoke of battle.

The decks were as white and clean as they were on the day when the vessel started for the South. The bright work about the stanchions, capstan, masts, and guns was polished until it shone again. An air of neatness and quiet pervaded the entire vessel. The goat which has been the New York's mascot was quietly chewing an old newspaper, which probably contained an account of some battle of which he had been in the thickest. Here and there an indentation, a twisted stanchion, or a blotch where the paint had been knocked off gave the only evidence that the ship had been through a rain of shot and shell.

Gallantry of the Sailors.

The visitors were taken in hand by the sailors, who gallantly toured the ships with them. Every sailor had in tow a squad of from five to twenty-five visitors, to whom he explained the instruments by which the victories were won, and gradually warming to his subject told how he and his mates had won them. The visitors gazed long at some few breaches in the upper works, and listened in open-mouthed appreciation of the yarn told of the shells which tore shrieking through the rigging.

Lieut. Rolier was the officer in charge of the New York yesterday. He is the navigating officer, who steered the big ship as it led the line on the Hudson River on Saturday in such way as to awaken the admiration of beholders.

Gunner Morgan was also on board yesterday. This wiry little officer was the man who examined the wreck of the Maine and discovered that she had been blown up from the outside. Many people say that it was his evidence that caused the war. He was besieged all day by enthusiastic visitors, hundreds of whom insisted on shaking his hand. He displayed to his friends a magnificent sword which had been sent to him by the citizens of New Orleans, his native city. He told over and over again many interesting incidents of the war. Gunner Morgan was the most valuable assistant to Lieut. Hobson in preparing the Merrimac for her last and famous cruise into the channel neck of Santiago Harbor.

All the Ships Visited.

At 1 o'clock all the ships were thrown open to visitors and were immediately overrun. Although few of the officers were on board any of the vessels, the spectators were all made to feel at home, and the intricacies of the big fighting machines were explained to them.

The guns were naturally the objects of greatest interest. Hundreds of persons who had looked through these massive tubes in times of peace peered again this time with a better appreciation of their power and destructiveness.

The stains and scars of battle were so paltry that some of the visitors even expressed some disappointment that so little evidence was to be seen of the Santiago battle, but the stories, modestly told, of the suffering and hardships endured throughout those black months in the sweltering tropics showed that our victories were not obtained without a heavy cost.

The collecting of the visiting boats showed the Brooklyn and Oregon to be the favorites. The splendid representative from the Pacific Coast, although the most distant from Tompkinsville, was surrounded all day by boats and the visitors staid longer upon her than on any other vessel, because she had never before been seen in these waters.

The Oregon's Mascot.

Together with the big guns the interest of the visitors was shared by the Oregon's mascot, a pig, which was taken from the Cristobal Colon after she had been beached on the shore near Santiago. The pig, when taken from among the dead sailors of the Spanish vessel, was a quaint and hungry-looking porker, indeed. He was just a lean, black razor-back, and his leanness probably saved his life. By the time he got sufficiently fat to eat he had so worked himself into the affections of his captors that they hadn't the heart to eat him, and now he flourishes as a mascot. Among his other vices he is addicted to chewing tobacco.

The men of the Oregon were made to tell over and over again their memorable experiences of their vessel's famous thirteen-thousand-mile trip from San Francisco. The sailors tell a story which shows that the Oregon came very nearly being captured by Cervera's fleet after all.

On the night of May 12 they say that as they were speeding northward near the South American coast they noticed a number of suspicious lights in the distance. The Oregon kept on her course, showing no lights, and thought no more of the incident. When the Spanish fleet was destroyed at Santiago some Spanish officers from the Cristobal Colon spoke of having picked up a barrel bearing the Oregon's name on May 14. The barrel, it was recalled, had been thrown overboard on May 13.

Capt. Barker of the Oregon was one of the few commanding officers on board his vessel yesterday and was the centre of attraction.

The Texas Popular.

The Texas was a very popular ship, as she shows more battle scars than any of the other vessels. Her commanding officer, Capt. Philip, was in command of the fleet yesterday in the absence of Admirals Schley and Sampson. There was considerable disappointment expressed over the absence of the Admirals, and Capt. Evans of the famous Iowa. The latter vessel had her full quota of visitors, and many were the questions asked and good stories told about her commander.

Not all the visitors could get aboard the vessels as fast as they arrived, so that the different ships were constantly surrounded by flotillas of waiting ones, who passed the time in rowing about the ships waving small flags and singing patriotic airs.

The steamboat Little Silver tried to make a hit during the morning by displaying a big Cuban flag as it sailed through the fleet, but it met with silence on the part of the Jackies and hisses from those on other boats.

The St. Paul Sails Away.

Although it is customary to clear all naval ships of visitors at 4 P. M., an exception was made yesterday, the vessels not being closed until sundown, and so great were the crowds on board at that time that the last sightseers had not left before 7 o'clock.

There was an exchange of farewell signals at 10 o'clock yesterday morning between the battleships and the auxiliary cruiser St. Paul, when the latter started for Philadelphia.

She is to go out of commission. Her commander, Capt. Sigsbee, it is understood, will then take command of the Texas. It was rumored yesterday that the officers and men of the St. Paul were a little hurt at not having been allowed to take part in Saturday's parade. Lieut. Stanton, Admiral Sampson's aid, stated that it was through no fault of the Admiral that the cruiser did not join the procession, all such matters having been arranged at Washington. He said, however, that it would have been very difficult for the St. Paul to turn in the North River.

WELCOME TO THE BROOKLYN.

Brooklyn Men Visit the Cruiser and Greet Capt. Cook and His Officers —The Proposed Reception.

Members of the sub-committee of the Brooklyn Citizens' Cruiser Brooklyn Committee, with some of their friends, went down to the cruiser yesterday to extend a welcome to Capt. Cook and his officers and crew, and to inform them of the reception which it is intended to give to the officers of the cruiser when she reaches the Brooklyn Navy Yard. Admiral Schley was away from the ship for the day when the tug Emperor, with the party on board, arrived at the anchorage, and Capt. Cook had gone ashore on an errand. He returned, however, in a short time and welcomed the party. The following letter from the committee was presented to the Captain:

Capt. Francis A. Cook, U. S. S. Brooklyn:

Dear Sir: In behalf of the Citizens' Committee and citizens of Brooklyn we extend to you, and through you to your officers and men, a most cordial welcome home from the glorious campaign in which you all bore so conspicuous a part. We shall take the earliest convenient occasion to see you personally concerning the public reception in honor of yourself and the officers of the Brooklyn which the committee, acting on behalf of the citizens of Brooklyn, desire to tender to you, as a slight expression of the universal gratitude and esteem in which the united Commonwealths hold you. With great respect, we are, very sincerely,

CHARLES A. SCHIEREN,
FELIX CAMPBELL,
WILLIS L. OGDEN,
DON C. SEITZ,
WILLIAM BERRI,
H. W. MAXWELL,
M. T. DAVIDSON,
GEORGE A. PRICE.

Capt. Cook was greatly gratified by the receipt of the letter, and said that he would consult with his officers as to the best time and place for the reception, and inform the committee when the movements of the ship were definitely known.

The visitors spent more than an hour in examining the ship and following the courses of the shells which penetrated her armor. After leaving the Brooklyn a short visit was made to the Oregon, and the party returned to Brooklyn.

The party included Charles A. Moore, Col. Willis L. Ogden, Col. George A. Price, Col. Loomis L. Langdon, F. S. Parker, F. A. Parsons, T. O. Callender, William Holder, W. H. Zeigler, R. C. Ogden, Dr. G. Crary, Frank J. Price, E. C. Collier, H. B. Collins, E. B. Walker, A. W. Higgins, Medical Director Delavan Bloodgood, United States Navy, (retired,) and Chief Engineer John W. Moore, United States Navy, (retired.)

PHILIP TO COMMAND.

He Will Have Charge of the Squadron During the Absence of Sampson and Schley.

WASHINGTON, Aug. 21.—Rear Admiral Sampson and Rear Admiral Schley are expected to arrive in Washington some time to-morrow. The appointment of the two Admirals respectively on the Cuban and Puerto Rican Commissions necessarily will cause them to be detached temporarily from their present commands. The detachment, it is said by the naval authorities will be only temporary. In the absence of Admiral Sampson, Commodore Philip will have command of the squadron of vessels in New York.

Repairs on the ships will be pushed with vigor and as rapidly as possible. They will be put in excellent condition for duty in either war or peace. No determination has yet been reached by the naval authorities of the question of reorganizing the naval squadron on a peace footing, in view of the new conditions which now confront the United States. It is scarcely likely that any considerable changes will be made before a successful termination of the pending negotiations shall have been reached.

RECEPTION FOR J. E. MURPHY.

Associate of Hobson Warmly Greeted in a Harlem Church.

J. E. Murphy, a sailor on the battleship Iowa, and one of the men who volunteered for the work of sinking the Merrimac, of which Lieut. Hobson had charge, attended the Collegiate Reformed Church of Harlem, in East One Hundred and Twenty-first Street, yesterday morning. Murphy came from the State of Washington to join the Iowa's crew. A few days ago the Rev. John Lewis Clark of Chicago, who preached in the church which Murphy attended, met Mr. Hobson and Mr. Murphy, who was with him.

During his sermon Mr. Clark recognized the naval hero in the congregation, and he made known his presence to the worshippers. It had occurred to him, Mr. Clark said, that everybody in the church would feel honored to meet him, and that if Mr. Murphy had no objection, he would present him to all who were present. An impromptu reception followed the service. Every man, woman, and child shook hands with Mr. Murphy.

Admiral Sampson's Quiet Day.

BLOOMFIELD, N. J., Aug. 21.—Admiral Sampson spent a quiet day at his home in Glen Ridge to-day. He did not attend church, but drove through the Oranges with friends. This afternoon he remained quietly at home. The only interruption of his peace was by visitors. The Admiral will start for Washington at 10 o'clock to-morrow morning.

Man Drowned While Bathing.

James McEnerny, thirty years old, of 358 East Eighty-fifth Street, was drowned yesterday afternoon while swimming off the foot of East Seventy-seventh Street. He went with his brother, Michael McEnerny of 436 Cherry Street, to the river bank for a stroll during the afternoon, and announced his intention of taking a bath. The water is deep directly off the bank, and there was a swift current. Michael begged him not to go in, as he considered it dangerous, but several men were swimming there and James insisted. He had hardly got into the water, when the current swept him down toward the Sixty-sixth Street Dock, where he sank. Late in the afternoon two swimmers discovered the body lodged between two piles under the pier, against which the current had swept it. The body was taken to the East Sixty-seventh Street Station House.

To Arbitrate Between Us and Chile.

OTTAWA, Ontario, Aug. 21. — Henry Strong, Chief Justice of Canada, returned from England Saturday, and will be invested to-morrow with the commission appointing him sole arbitrator in the claims disputed between the United States and Chile. The papers have been here some weeks in the custody of the United States Consul General.

YESTERDAY'S FIRES.

(From 12 o'clock Saturday night until 12 o'clock Sunday night.)

9:30 A. M.—591 First Avenue; Max Mackelson; damage, $50.
1:55 P. M.—74 Henry Street; Louis Pitsky; damage slight.
4:35 P. M.—152 Ninth Avenue; Reuben Fenstein; damage, $5.
5:45 P. M.—Boulevard, between One Hundredth and One Hundred and First Streets; A. Van Buren; damage, $20.
8:20 P. M.—85 Sullivan Street; John Astor; damage, $5.
9:25 P. M.—301 East One Hundred and Fifteenth Street; owner unknown; damage slight.

MORE TROOPS AT MONTAUK

The Breakwater, City of Macon, and Montera, and Hospital Ship Olivette Bring 1,500 Men.

YOUNG'S PLEA FOR REGULARS

The General Says They Are Completely Overlooked, While Volunteers Are Gorged with Delicacies—Capt. Borrowe Critically Ill.

MONTAUK POINT, N. Y., Aug. 21.—Nearly 1,500 soldiers arrived here to-day from Santiago on board the transports Breakwater, City of Macon, and Mortera, and the hospital ship Olivette. With the exception of a few volunteers in the hospital all are regulars, and there is not nearly the suffering among them that has been witnessed whenever volunteer troops have come on shore. The percentage of such men is comparatively small, and none of the cases is at all serious. With the lack of accommodations for new arrivals it is fortunate that such is the case, as the troops will have to remain on board the vessels until room can be made in the hospitals for the sick and in the camps for the well.

The Breakwater left Santiago Aug. 15 and arrived off the Point late last night, casting anchor in Fort Pond Bay early this morning. She has on board 345 troops of the Twelfth Infantry, fifty of whom are sick with malarial fever and dysentery. There is, however, no contagious disease on board. Sergt. Perrotti, one of the passengers, died of intermittent fever and was buried at sea during the voyage.

The City of Macon, which left Santiago on the same date, arrived here at 7 o'clock this morning. She carries 462 officers and men of the Seventeenth United States Infantry. Of these 92 are sick, and 2 deaths occurred when she was but a short distance away from her starting point. The dead men were Sergt. Howell of Company E and Private Jewedee of the field music. They were buried at sea. All the sick men are suffering from the usual Cuban fevers and dysentery, but there are no contagious cases.

The Mortera, one of the vessels captured in the Port of Santiago after the surrender of that city, and converted into a Government transport, sailed from Santiago Aug. 12, and came into the harbor here early this morning. She brought 312 officers and men of the Twenty-first Infantry, under command of Capt. Ebstein. There are only twenty sick men on this boat, and not one of them is in a dangerous condition or suffering from a contagious disease. When she started there were a good many more sick, but the nine days' trip seemed to do them a great deal of good. The ship was fairly well provisioned, as it was known that she was slow, and this more than anything else accounts for the excellent condition in which her passengers arrived. The report made of her by Dr. Magruder was the most satisfactory he has yet been able to make about any transport.

The last boat to anchor in the harbor this morning was the hospital ship Olivette, six days out from Santiago, and having on board 275 men. All of these were sick when they started, but seventy-five recovered sufficiently to be classed with well men, and eight died on the voyage, leaving 192 still sick in the wards. All are well cared for, and will suffer little from the delay which must inevitably occur in landing them.

Capt. Borrowe Taken Away.

One of the passengers on board is Capt. Hallet Alsop Borrowe, the former Sergeant in charge of the dynamite gun of the Rough Riders. He is one of the few men in a really critical condition. He is suffering from intermittent fever in its worst form, and an attack of typhoid is feared. Mrs. Austin Corbin and Mrs. Hallet Alsop Borrowe, her daughter, came here this morning on a special car and engine, in which they conveyed him to a cottage in the Shinnecock Hills as soon as he could be landed. He is attended by a nurse and a surgeon.

When Mrs. Corbin and Mrs. Borrowe arrived the Olivette had not yet come to port. She was at the time about six miles off the extreme end of the camp, where the signal station is situated. So anxious were they, however, to learn of the condition of Capt. Borrowe that they enlisted the aid of the Signal Corps in furnishing them with a report. Capt. Higgins sent out a boat with two signal men on board and ordered them to go on the Olivette, find out how the patient was getting along, and wigwag the result of their inquiry to the signal station here. Within an hour and a half the men had reached the Olivette, climbed on board, and soon their white and red flags were seen waving the message to the signal station. The message read that Capt. Borrowe was very ill, but was as comfortable as possible under the circumstances.

The transport Seneca landed her passengers to-day. She warped alongside of the iron pier as soon as the Mobile pulled out and in less than three hours had all the troops ashore. They were all members of the Fourth United States Infantry and their condition was far better than that of any of the troops yet landed. Led by their own band, which played patriotic airs, they marched past the railroad depot on their way to the detention camp with firm step and uplifted heads. Though their faces were yellow and their eyes sunken, they did not have the appearance of men who had gone through great hardships. There was none of the lagging, weary shuffle in their gait, and not a man fell out of the line because of exhaustion.

The troops from the Comanche were taken off by the Quarantine barge Vigilant, and they also were in fairly good condition, and a few days of the bracing air of this camp will put them in fine trim.

Condition of Massachusetts Men.

The condition of the Second Massachusetts Volunteers, who were landed yesterday from the Mobile, shows but little improvement to-day, although everything possible has been done for them. They have been fairly overwhelmed with delicacies and supplies contributed by Red Cross societies, the Massachusetts Volunteer Aid Association, and individuals who came here from the Bay State. Ex-Lieut. Gov. Haile of Springfield, Mass., arrived here to-day, and brought another load of delicacies and supplies with him. He has chartered a tug, and intended bringing another cargo of supplies for the Massachusetts boys to-morrow. He went to Gen. Young, the executive officer of Camp Wikoff since Gen. Wheeler assumed command, to ask for permission to land the cargo.

Gen. Young said he could not refuse permission, but would like to make a suggestion to the effect that some attention ought to be paid to the regular soldiers who also fought bravely, but seemed to have been neglected entirely by the public.

"I have nothing at all against societies doing all in their power for the volunteer troops," Gen. Young said, "but I do think some consideration ought to be had for the regulars. Here the Seventy-first New York and the Second Massachusetts have been simply gorged with delicacies; they have in fact, more than they can use; while the poor regulars, who fought so well and suffered so much without complaint, have been overlooked. Nobody has given them a thought and they have not had a thing but Government rations since they landed.

"I hardly think this fair. All these philanthropic associations and individuals should bear in mind that regulars are also human beings, with the same cravings as volunteers, and a few delicacies to them mean as much as to any other troops. If there is so much of the good things on hand, give them a share."

Mr. Haile thoroughly agreed with Gen. Young, and promised to bring the tug here to-morrow and distribute all the supplies to the regulars.

Regulars Complain Bitterly.

As a matter of fact, the men of the regular army have been complaining bitterly of the quality of food furnished to them here. Some regiments, especially those in the camps furthest from the depot, have had little besides hard tack and coffee, with here and there a small piece of fresh beef. They are sadly in need of a little change in the diet, and unless the means of transportation from the Commissary Department are considerably improved, their chances of obtaining it are small.

There is plenty of everything in the commissary stores, but no wagons to carry it to the troops, as the hospitals take precedence in every case. Other troops who can obtain the material are short of cooking utensils, and the Quartermaster's Department is unable to furnish them until more wagons and teams are secured. Masters of transportation are scouring the whole of Long Island for teams and wagons, but are meeting with little success, as it is harvest time, and the farmers need all the horses and wagons they have.

The Seventy-first New York Regiment men who are still in quarantine are complaining of the location of their camp. It is situated near the bay and on ground that while not exactly marshy, is at all times wet and soggy. Besides, there is decided shortage of blankets and a number of the men have to sleep on the wet ground dressed in their light khaki uniforms. The nights are cold, and there is considerable suffering among them. The cooking fires are kept burning all night, and many men come out during the night to warm themselves over the flames. Most of the men still have a touch of fever, and unless the camp is moved and they are provided with covering, they fear they will suffer a relapse.

Col. Downs and Companies B, F, H, I, L, M, and part of Company K are still in quarantine, but will probably be released on Monday. When the Colonel gets out the grievances of the men will be laid before him and he will be requested to ask for some relief.

Private Frederick Debarry of Company B is missing, and no trace of him has yet been found. His brother came to camp to-day to inquire for him. He was told that Debarry left the company after the engagement on July 3 to go to the hospital, but never was heard from again.

Relatives also inquired for Privates George Langer of Company L and Fred Lehne. Both of these were left behind at Santiago, where they are in the yellow fever hospital.

Typhoid Fever Increasing.

An increase of forty typhoid fever cases was reported from the general hospital to-day, and there are now 210 cases in all in the ward devoted to the treatment of this disease, 30 more patients having been removed to the hospital in New Haven. Only 15 can be removed every day, and unless the malady is checked there will be a great lack of room for patients of this class.

As it is, the hospital is considerably overcrowded, and it is impossible to put up any more wards, because of the lack of lumber. Carpenters have been waiting for scantling for several days, and have employed their time assisting the cooks and nurses, as there was nothing else for them to do.

The new hospital annex with five wards is ready for occupancy, but so far no cots have been available. There are quite a large number of them in the Quartermaster's store, but it is impossible to bring them up owing to the lack of transportation. Blankets have been spread on the floors instead, and the overflow of sick have been accommodated there until the needed provision for them can be made.

Twenty-three of the new cases that came to the hospital to-day were from the camp of the Rough Riders.

Twenty-two Sisters of Charity arrived here to-day and were at once assigned to duty in the hospital.

George Alderman of the Twenty-second Massachusetts died to-day in the hospital from typhoid fever. With two others dead he will be buried to-morrow in the graveyard to the rear of the hospital. The graves have been marked and so arranged that relatives can within a reasonable time have the bodies exhumed and transferred.

Gov. Otero Feted by Rough Riders.

Among the visitors to the camp to-day was Gov. Otero of New Mexico. He was received at the railroad station by Capt. Maximilian Luna of Troop F of the Rough Riders and a number of other officers. The whole of Troop F was lined up in front of the station, and as every man in the troop is from New Mexico the Governor was at once recognized and greeted in true cowboy fashion. The men yelled and waved their hats, and when he passed by the line hat in hand the troopers swung themselves from their saddles and shook hands with him in turn.

He was at once driven to the camp of the regiment, where he received another ovation. He made a speech to the men, congratulating them on their achievements in Cuba and offering consolation to those left behind.

Dr. and Mrs. Valentine Mott and Mrs. Royal Phelps Carroll were in camp to-day and were kept busy dealing out sandwiches to the men who were landed from the several transports.

The Oregon and Massachusetts, it was said, may go to the navy yard this morning for docking and repairing. The other vessels will follow as room is found for them at the yard. It was rumored that the Oregon might be sent to Manila very soon. The New York will be used to convey the Peace Commission, of which Admiral Sampson is a member, to Cuba, and the Brooklyn will probably go with Admiral Schley and the Puerto Rican Commission to San Juan.

Although fully one-half the enlisted complement of the squadron were allowed leave on Saturday evening, a point was strained yesterday in allowing a few more "special class" men on shore. The Jackies now swarm around Staten Island and all over New York. Those around Tompkinsville, it was explained, had "gone broke," and had come to the landing place, where they could send to their ships for more money.

The men were everywhere being followed by admiring crowds of small boys, now and then being heartily greeted by older citizens, who shook their hands like old friends and acquaintances. The sailor was the hero of the hour in the metropolis yesterday. They had what they wanted in any line of enjoyment.

Raines Law restrictions had no terrors for them. Side doors flew open for him almost at his approach, and the formality of a sandwich with a glass of beer was utterly disregarded.

They said, however, that they have enough of fighting and have indulged in no roystering. The police, their old-time foes, are on the best of terms with them now, and wouldn't arrest one of them for anything short of a felony. The men ashore yesterday took in nearly everything to be seen in the city on Sundays. Many went to such peaceful places as Central Park, while a few went to the beaches. For men who practically have been out of the world for a year, they are remarkably well acquainted with the city. A few mistakes were made, however.

At Coney Island yesterday Jack Tars and Rough Riders swarmed everywhere, and were the feature of the crowd. The shooting galleries amused them most.

Late to-night Dr. Forwood, the chief surgeon of the camp, received orders from Surgeon General Sternberg to send the Olivette at once to Boston with all her sick. It was intended to land the worst cases in the morning, but after a careful inspection of those on board it was decided that all could be taken with safety.

The transport Rio Grande is to be turned into a convalescent ship. A force of men were put to work yesterday under Surgeon Major Powell, United States Army, to clean her thoroughly, and within twenty-four hours she will be ready to receive 300 men from the hospital. Only those who are able to walk to the ambulances which will convey them to the ship will be sent on board.

This, together with the departure of the Olivette for Boston, will greatly relieve the congestion in the hospital here, and the sick from the other transports in the harbor will be landed with greater celerity.

Services were held to-day in the two Young Men's Christian Association tents situated in the infantry and cavalry camps, by the Rev. Edward Funtling Rudd, the band of the Thirteenth Infantry furnishing the music.

Officers on the Transports.

Following is a list of officers arriving on transport City of Macon.

Major L. M. O'Brien, Nineteenth Infantry, commanding.
First Lieut. C. D. Clay, Adjutant, Seventeenth Infantry.
First Lieut. L. L. Durfee, Quartermaster Seventeenth Infantry.
Chaplain R. W. Springer.
Capt. D. H. Brush, Seventeenth Infantry.
Capt. G. H. Roach, Seventeenth Infantry.
Capt. C. St. J. Chubb, Seventeenth Infantry.
Capt. W. A. Mann, Seventeenth Infantry.
Capt. E. Chynoweth, Seventeenth Infantry.
First Lieut. R. W. Ross, Seventeenth Infantry.
First Lieut. B. F. Hardaway, Seventeenth Infantry.
First Lieut. D. P. Cordray, Seventeenth Infantry.
First Lieut. W. D. Davis, Seventeenth Infantry.
First Lieut. H. R. Perry, Seventeenth Infantry.
First Lieut. V. K. Hart, Seventeenth Infantry.
Second Lieut. A. T. Ovenshine, Seventeenth Infantry.
Second Lieut. I. L. Reeves, Seventeenth Infantry.
Second Lieut. E. D. Bricker, Seventeenth Infantry.
Second Lieut. R. C. Davis, Seventeenth Infantry.
Second Lieut. C. F. Humphrey, Jr.
Second Lieut. A. Cranston.
Major R. C. Ebert, Surgeon United States Army.
Arrived on the Breakwater:
Major H. H. Humphreys, Twelfth Infantry.
Capt. M. F. Waltz, Twelfth Infantry.
Capt. W. C. Clark, Twelfth Infantry.
Capt. Philip Wales, Medical Department.
Dr. Kennochs.
Capt. H. Haskell, Twelfth Infantry.
Lieut. F. L. Winn, Twelfth Infantry.
Lieut. W. Uline, Twelfth Infantry.
Lieut. F. Smith, Twelfth Infantry.
Lieut. E. Taylor, Twelfth Infantry.
Lieut. G. H. Davis, Twelfth Infantry.
Capt. L. Lomia, Fifth Artillery.

DENY MOBILE WAS OVERCROWDED.

Reports of Gens. Shafter and Ludlow to the War Department.

WASHINGTON, Aug. 21.—Some complaint reached the War Department concerning the bad sanitary conditions on the transport Mobile, which arrived at Montauk Point a few days ago from Santiago. The ship, it was claimed, was overcrowded, and the sick on board were not properly or adequately provided for. The department communicated with Gen. Shafter on the subject, and in response to the dispatch received to-night the following explanation from him:

"Santiago, Aug. 20.

"Referring to your telegram about overcrowding the Mobile, her Captain reported that loaded as she was going to Puerto Rico, he could carry 3,000, and that he could carry 2,000 comfortably; therefore, did not consider a few less than 1,700 as too many.

"Ship was carefully inspected by a board of officers, and Dr. Ives, a member of the board, states it was not overcrowded. Accommodations for officers were, however, somewhat deficient. The large number of deaths probably can be accounted for by the fact that this brigade took nearly all its sick with it; greatest care has been taken in this respect.

"Transports have been loaded with from two to three hundred men less than the same ship brought down.

"SHAFTER, General."

The War Department is also in receipt of the following dispatch from Gen. Ludlow, who was in command on the transport:

"Montauk, N. Y., Aug. 21.

"Through military channels, newspaper statements as to overcrowding on Mobile erroneous; 5,000-ton ship; maximum displacement 12,000; sixteen hundred on board, four hundred on sick report; expected to lose thirty or more; lost ten. Brought every man in my camp except seventeen wrongly adjudged yellow fever, nineteen suspects, and guard of one officer and ten men, in addition to twenty from division hospital and fifteen from general hospitals.

"Ship well ventilated; seven large hatches; windsail in each; twenty-five deck ventilators always swung to wind, and numerous side ports. Everything wide open during voyage. Men in hammocks, not overcrowded. Sick in cots in hospital—stern of ship. Strict police and sanitation. Men began improving at once, with hope of rescue, ocean air, and assiduity of surgeons, and arrived in better condition than when embarked. No deaths in Twenty-second, and but two in Eighth.

"Had command remained a week longer, numerous losses inevitable; only chance of saving life to bring them along. Please advise Gen. Shafter of this.

"LUDLOW,
"Brigadier General Commanding."

ROUGH RIDER TAKEN ILL.

He Was Visiting a Friend at Bellevue —Develops Malarial Fever.

Thomas Fennessy, twenty-nine years old, a First Sergeant in Troop F of the Rough Riders at Montauk, was taken sick while visiting a friend in Bellevue yesterday afternoon and was obliged to remain in the hospital, a patient himself.

Sergeant Fennessy's home is in San Francisco. He got a leave of absence yesterday and came to New York to see his old chum, Warren Crockett of Troop D of the Rough Riders. Crockett was shot in the left leg during the charge of San Juan hill on July 1. He came North on the Relief and was transferred to Bellevue on July 26. He is rapidly improving.

Fennessy was talking with Crockett, who is in Ward 4, of the reception which Col. Roosevelt would get when he came to New York and how good he had been to his men, when he fainted. Dr. Armstrong was hurriedly called and Fennessy was revived. The doctor then made an examination. He found that Fennessy was in a well developed state of malarial fever and that it was a piece of good fortune for the Rough Rider that he chanced to be in Bellevue when the fainting spell came. Dr. Armstrong said that Fennessy's condition was serious.

Col. Roosevelt has been notified, so that Sergeant Fennessy will not suffer on account of his unsought-for stay over leave. Fennessy was made comfortable in a cot beside the one on which his friend lies.

Rough Rider Hubbell in Hospital.

John Dana Hubbell, one of the Rough Riders, was taken from Camp Wikoff last night to Roosevelt Hospital, where he occupies a private room. He is suffering from malarial fever. Hubbell is well known in Boston society, and his home is at 7 Sewall Avenue, Brookline, Mass. He is a graduate of Harvard, class of '94. Yesterday he was visited by his friend D. D. Stephenson of Boston, and it was by his advice that he was taken to the hospital.

The Matteawan Comes Here.

The United States transport Matteawan, Capt. Lewis, arrived here yesterday from Montauk Point, where she landed 500 soldiers from Santiago. They were a portion of the First United States Cavalry, and two batteries of the Fourth Artillery. The Matteawan was supplied with a clean bill of health from the surgeon in charge of the quarantine station at Camp Wikoff, upon which Health Officer Doty permitted the steamer to proceed without further detention. The Matteawan anchored off Liberty Island.

Soldier Dies at New Haven.

NEW HAVEN, Aug. 21.—Private James G. Walters of Troop D, Sixth Cavalry, who was one of the first party of sick soldiers sent to the New Haven Hospital from Montauk Point on Friday, died to-day from typhoid fever. He was about twenty years of age and lived at Knox Forks, Knox County, Ky. He will have a military funeral by a detail from the Second Regiment, Connecticut Volunteers.

Deaths at Fort McPherson.

ATLANTA, Ga., Aug. 21.—Harry L. Gay, Troop F, Fifth Cavalry; William S. Bellamy, Troop D, Second Cavalry, and Aner Powers, Company M, Second New York Volunteers, died at Fort McPherson to-day of typhoid fever. Powers's body was shipped to New York, and the other two will be buried in the National Cemetery at Merritt, as their homes are not known.

Death of Chaplain Rick.

WILLIAMSPORT, Penn., Aug. 21.—Chaplain W. F. Rick of the Twelfth Regiment, Pennsylvania Volunteers, died here to-day of typhoid fever. He was aged thirty years, and was pastor of St. Mark's Lutheran Church, this city. He was brought home from Camp Alger about two weeks ago.

CAMBRIA IRON COMPANY PLANS.

New Corporation to be Formed, with $24,000,000 Capital.

PHILADELPHIA, Aug. 21.—The Cambria Iron Company, the extensive plant of which is located at Johnstown, Penn., will be absorbed by a new corporation—the Cambria Steel Company—and its stock will be guaranteed 4 per cent. dividends. The new corporation will have a capital of $24,000,000, and the holders of Cambria Iron stock will have the privilege of subscribing to three shares of the Cambria Steel Company for every share of the old company.

John Lowber Welsh of this city, Vice President of the Cambria Iron Company, and Chairman of the Finance Committee of the Board of Directors, in answer to inquiries relative to the many rumors of a pending deal, said:

"The Cambria Iron Company has been in existence nearly fifty years, originally as a manufacturer of pig iron and iron rails, and it now makes steel rails, structural work, and miscellaneous steel work of all kinds. It has a capital of $8,000,000 and assets, at current low valuations, of $20,000,000. The works have really outgrown the capital, owing to the very conservative course always pursued by the managers of not dividing all the profits, but using them for the construction of new plants.

"With a view of providing necessary capital it is proposed to form a company, to be called the Cambria Steel Company, with a capital of $24,000,000, which will lease the Cambria Iron Company at a rental of 4 per cent. per annum on the present capital of $8,000,000, making $320,000 per year, the surplus revenue to go to the new Cambria Steel Company.

"The shareholders of the Cambria Iron Company will have the privilege of subscribing to the stock of the Cambria Steel Company, if the capital of the new company is fixed at $24,000,000, on the basis of three shares of new stock for one of the old. The new capital will be called only as required, possibly from $1,000,000 to $1,250,000 per year, for the next four or five years."

CASTORIA
For Infants and Children.
The Kind You Have Always Bought
Bears the Signature of Chas. H. Fletcher

BLAME CAST ON SHAFTER

Lack of Precaution and Disregard of Medical Advice Said to Have Caused Fever.

PUERTO RICO AS A CONTRAST

Dr. Nicholas Senn Ascribes the Good Health of Gen. Miles's Troops to the Use of Safeguards.

CHICAGO, Aug. 21.—Dr. Nicholas Senn prints a letter in to-day's Tribune on the Puerto Rico campaign, in which he says that Col. Greenleaf, the Surgeon in command, was prepared for the work because of the insight he got in Cuba into the horrors of infectious diseases.

"He was annoyed," writes Dr. Senn, "when he saw to what extent yellow fever had broken out during the few weeks the troops had been in Cuba. There was no difficulty in tracing the disease to a total lack of precaution on the part of the General in command. Col. Greenleaf had given his advice and directions before the army left Tampa, but they were not heeded.

"Owing to want of co-operation on the part of Gen. Shafter, the medical officers themselves were powerless in preventing and combating the dreaded disease. Col. Greenleaf's prompt and energetic action on his arrival in Cuba did much in repressing the disease, but it was too late to guard against a general outbreak. The many recent graves in Cuba, containing remains of victims of this disease, are the best proof of what will happen when the leader of an army ignores the health and comfort of his men.

"It was but natural that the beautiful Island of Puerto Rico, one of Spain's most valuable possessions, should have been selected by the military authorities as the next objective point of contention. Repeated attacks by our navy on its best stronghold, San Juan, had failed to bring about surrender and to give a foothold on Puerto Rican soil. So far, the navy had taken the lead in bringing Spain to terms, and the army was anxious to do its share in wresting from its greedy grasp another enslaved people.

"Major Gen. Miles, who conducted the invasion in person, decided to march upon San Juan from several directions and, after uniting the forces, attack the city jointly. The experience gained in Cuba had taught us an important lesson in conducting the Puerto Rico campaign. Gen. Miles laid his plans wisely and with special reference to gain the desired object with as little suffering and loss of life as possible.

"Every movement of the campaign was made with this view in regard for the welfare and success of our troops rather than a desire for personal gain and aggrandizement, which characterized the Cuban campaign, as every one knows. Gen. Miles was well aware of the depressing effects of the tropical climate on the unseasoned troops, and of the necessity of resorting to many and efficient precautions in preventing disease.

"From experience and personal observation he recognized the fact that the unavoidable privations incident to war are multiplied many times when the seat of war is a strange and remote country and presents a climate and environments unfamiliar to the invading forces. His actions were clean-cut admissions that he was in need of a medical adviser, and that they were influenced by the frequent consultations held with his chief surgeon."

Then follow quotations from the sanitary orders of Col. Greenleaf, after which Dr. Senn says that the comparatively healthy condition of our Puerto Rico army is due to the co-operation of Gen. Miles with his medical advisers.

AT THE HOTELS.

ALBEMARLE—L. A. Coolidge, Washington, and Joseph Wignall, Bradford, England.
ASTOR—President F. L. Patton, Princeton College; Lieut. H. B. Allen, Second United States Volunteers, and Lieut. L. P. Dennis, United States Army.
EVERETT—Roswell Randall Hoes, United States steamship Iowa.
GILSEY—Paymaster T. S. Thompson, United States Navy, and Aubrey J. Cox, Bermuda.
GRAND—B. W. Wells, United States steamer Brooklyn; W. C. Dawson, United States Marine Corps, and Capt. George H. Hunter, Third United States Cavalry.
HOLLAND—C. A. Littlefield, United States Navy, and Ashton Lever, London.
HOFFMAN—Colby Davis, Chicago.
MURRAY HILL—Dr. Stuart Webster, Chicago.
PARK AVENUE—William S. Preston, Angouleme, France.
PLAZA—Dr. W. T. Van Vredenburg, Richmond, S. I.
STURTEVANT—S. Mott Stuart, Syracuse.
WALDORF—W. C. Dobbs, London; H. W. Page, Albany; W. W. Beaumont, London, and C. L. Fair, San Francisco.
WINDSOR—John Peter, Liverpool, and G. Moule, Shanghai, China.

ARRIVAL OF BUYERS.

Representatives of Out-of-Town Firms Now in the City.

Fox, G., & Co., Hartford, Conn.; T. E. Rourke, cloaks, 45 Lispenard Street; Hotel Marlborough.
Kaufman, J., Danville, Ill.; clothing; Hotel Marlborough.
Baird, D., & Son, Louisville, Ky.; W. J. Baird, millinery; Miss M. Whelan, millinery; 622 Broadway; Hotel Marlborough.
Elder & Johnston, Dayton, Ohio; J. R. Johnston, notions, laces, and furnishing goods, 55 White Street; Hotel Marlborough.
Blass, G., & Co., Little Rock, Ark.; G. Blass, notions, 54 Franklin Street; Hotel Marlborough.
Sessions, F. W., Utica, N. Y.; millinery; Hotel Marlborough.
Hirshberg Brothers, Nashville, Tenn.; C. Hirshberg; clothing; Hoffman House.
Porteous & Mitchell, Norwich, Conn.; J. Porteous, cloaks and suits; 57 White Street.
Smith & Murray, Springfield, Mass.; A. Leith, cloaks and suits; 57 White Street.
Goldsmith Brothers, Easton, Penn.; A. Goldsmith, clothing; Hotel Imperial.
Cook, L. W., Altoona, Penn.; housefurnishing goods; St. Denis Hotel.
Knowlton, E. A., Rochester, Minn.; B. K. Mumford, dress goods, silks, and velvets; St. Denis Hotel.
Burroughs & Dula, Charlotte, N. C.; W. H. Dula, piece goods; 192 West Broadway; Hotel Marlborough.
Newberger, J., Grenada, Miss.; dry goods; Hotel Marlborough.
Kahn, Charles, Evansville, Ind.; clothing; Hotel Marlborough.
Carson, Pirie, Scott & Co., Chicago, Ill.; A. W. McLean, laces and embroideries; 115 Worth Street; Murray Hill Hotel.
Goetter, Weil & Co., Montgomery, Ala.; L. J. Goetter, dry goods; 22 Howard Street; Hoffman House.
Albrecht, W. H., & Co., Terre Haute, Ind.; W. H. Albrecht, domestics, notions, linens, and blankets; W. Gerber, dry goods; Hotel Gerlach.
Shakman, A. L., Co., Milwaukee, Wis.; L. Shakman, woolens; Hoffman House.
Carson, Pirie, Scott & Co., Chicago, Ill.; C. Davis, dress goods and black goods; 115 Worth Street; Hoffman House.
Emery, Bird, Thayer & Co., Kansas City, Mo.; G. C. King, clothing; 51 Leonard Street; Hoffman House.
Kohn Brothers & Heller, Cleveland, Ohio; H. Kohn, woolens; Hoffman House.
Reed Brothers & Lennon, Minneapolis, Minn.; F. Reed, flannels and blankets; St. Denis Hotel.
Crawford, D., & Co., St. Louis, Mo.; J. Crawford, furnishing goods, 115 Worth Street; Broadway Central Hotel.
Hood, Williams & Co., Charlotte, N. C.; H. C. Long, dry goods; Broadway Central Hotel.
Frank, L., Paris, Ky.; dry goods; Broadway Central Hotel.
Perry, Seaton, Washington, D. C.; C. C. Helmick, linens, white goods, and embroideries; Hotel Albert.
Gutman, Joel, & Co., Baltimore, Md.; Miss F. Gruber, laces, 79 Grand Street; Hotel Marlborough.
Hecht Brothers & Co., Baltimore, Md.; E. Hecht, carpets; N. Hecht, carpets; Hotel Cadillac.
Rice, S. M., & Co., Wheeling, West Va.; S. M. Rice, millinery, 670 Broadway; Hotel Cadillac.
Fox, G., & Co., Hartford, Conn.; L. Kaufman, corsets, waists, ladies' and infants' wear, 45 Lispenard Street; Hotel Metropole.
Strauss, Levi & Co., San Francisco, Cal.; J. F. Spranger, linens; W. G. McCarthy, hosiery, 196 West Broadway; Stuart House.
Lowenthal, H., Huntsville, Ala.; dry goods; Hotel Marlborough.
Pardridge & Walsh, Detroit, Mich.; M. Feaney, dress goods, silks, and velvets; W. Hackenzos, domestics, linens, and white goods; M. Nally, laces and embroideries; M. Blackwell, cloaks, suits, waists, and furs; H. W. Yost, dry goods; Hotel Albert.

Buyers without addresses can be reached through Merchants' Association, New York Life Building, 346 Broadway.

LOSSES BY FIRE.

WILLIAMSPORT, Penn., Aug. 21.—The creosote department of the Williamsport Wooden Pipe Company's plant, at Cammal, was entirely destroyed by fire this morning. Loss about $30,000; insurance, $15,000.

RED CROSS WORK IN CUBA

Executive Surgeon A. Monae Lesser's Report to the Officers of the Society.

HUNDREDS OF SOLDIERS AIDED

Doctors and Nurses Labored Day and Night to Relieve the Suffering of Sick and Wounded Troops and Prisoners.

Dr. A. Monae Lesser, Executive Surgeon of the American National Red Cross, has submitted his report of the Red Cross work during the war to the President and officers of the society.

"After the Department of War had given its approval and acceptance of the Red Cross in case of need," says Dr. Lesser in the course of his report, "I called in the capacity of Surgeon in Chief of the American National Red Cross upon Surgeon General Sternberg of the United States Army. I was accompanied by the Sister in Chief. We asked him for information in regard to field service, and were answered that no field service preparations upon our part would be necessary. The Surgeon General repeated a statement previously made, that in his opinion a hospital ship would be the only service that we might render. He, however referred us to Col. Greenleaf, Assistant Surgeon General, who, he said, would have charge of the field.

"Before our departure, we again officially announced to the Surgeon General that we would be ready for service with a number of American and Cuban physicians and nurses, some of them immunes, and also with other material aids to assist in the war. We were then directed by an attendant to Col. Greenleaf, whom we informed of our mission in regard to land service. After a short interview, the Colonel said that he felt that there would be land service, and that it is always wise to be prepared. All further converstions were cut off by the calling of Col. Greenleaf to the office of the Surgeon General, and we returned to New York the same day.

"Thoroughly prepared with physicians, trained nurses, and assisants, with whom I had become personally acquainted, I reported ready to my superior officers. I advised that twelve trained nurses and three assistants selected by the sister-in-chief, and examined by me, should be sent on the State of Texas in addition to the four sisters of the Red Cross Hospital who had returned from Hanava and were awaiting us in the South. I knew, or felt, that their services would be required, and hal also made a request that ambulances, wagons and outfits, with large and small tents, together with instruments and other utensils and articles, be forwarded at once. Why these nurses and assistants were not sent is well known to you.

The Start for Cuba.

"In response to a call from the President of the American National Red Cross I left this city with Mrs. Lesser for Key West on June 15, and on the 19th we joined Miss Barton and staff on the steamship State of Texas. The following morning, June 20, we started for Cuba, reaching Santiago after a six days' journey. On June 26 Mr. George Kennan, Vice President of the American National Red Cross, interviewed Admiral Sampson for instructions, and the steamship State of Texas was directed to Guantanamo, where we remained over night.

"Next day a reporter of a New York paper boarded the Texas and informed Miss Barton that a battle had been fought at the front and that there were a number of sick and wounded at Siboney. Miss Barton gave orders for the ship to return immediately to Siboney, at which place we arrived at 9:20 P. M.

"Upon arriving at Siboney I was directed by Miss Barton to go ashore to inquire into the needs of the hospital and offer the services of herself and staff, with any supplies that might be required. On landing I was directed to a large barn, which served the purposes of a hospital. The physician in charge thanked the Red Cross for its offer, but said that he had been ordered to the front the following morning and needed nothing.

"Westward from the landing place was a pool of stagnant water. Tents were around it, as everywhere. Upon a little hill across a railroad track stood a number of wooden cottages. The first large one, which seemed to have been some kind of store and had a filthy barn westward from it, was pointed out to us as another hospital. (It was the same house which later was used as a Post Office, in which Postmaster Brewer contracted yellow fever, but which was never used by the Red Cross.) There were a number of sick soldiers lying around on the floor, Surgeon Major Havard being in command.

"I made the same offer to the Major as I had made in the first place, and, the condition of affairs being apparent, I tendered him the services of the sisters, as well as cots and blankets for his sick, for which he thanked us, adding that he would accept the cots and blankets, but that he did not require nurses. I invited him to the steamship State of Texas to see Miss Barton, so that he might select such articles or services as he desired.

"From there I went with the staff to Dr. Virano, Surgeon in Chief of the Cuban hospital, making the same statement and offers to him. He introduced us to Gen. Garcia and his staff and thankfully accepted the offer of the Red Cross. His patients were lying on cots and on the floor, little care apparently having been given to put the house in fit and proper condition. This ended our duty of the evening, and we returned to the ship.

"The next morning, June 28, Major Gen. Havard visited Miss Barton on the Texas, as also did a Cuban delegation. The former made a request for cots and the latter for the assistance of nurses and food for the sick.

"Sister Isabelle, Sister Minnie, Sister Annie, and Sister Blanche, under the direction of Mrs. Lesser, went to the Cuban hospital, taking with them proper nourishment for the sick and utensils for preparing the same. The work of relief then began at the Cuban hospital, and beds and blankets were sent on shore for Major Havard.

The Work of Siboney.

"Siboney, with a large water supply and a sea breeze, was selected for the reserve divisional hospital of the Fifth Corps. Surgeon Major La Garde of the regular army service, was the chief of the department. His supply was small, and conveniences still smaller, which, he said, was owing to the fact that through military necessity medical and hospital supplies of the army were still on the transports, with no means of unloading them. There were but few hospital tents, and cots in them were occupied by a number of patients, in whom Dr. Fauntleroy took great interest.

"I offered the services of the Red Cross as directed by the President. The Major, a man of humane ideas, unable to get such supplies as were needed, accepted any reasonable aid that he could receive. Our offer came at a moment when we could be of help. Surgeon Major Havard, with his staff, had been ordered to the front, and was unable to place the cots we landed. His patients, who were suffering from typhoid fever, measles, and other diseases, were transferred to Major La Garde's camp.

"Battle was expected every day, and the Major, in order to be as well prepared as possible, accepted the offer of assistance made by the Red Cross, and placed a house at our disposal to serve as a hospital. He addressed a formal letter to Miss Barton, who answered at once in kind words and deeds. We also immediately sent word to Miss Barton, describing our requirements. The sisters cleaned the mud-house, then disinfected it. Miss Barton sent from the State of Texas cots and bedding, food, stoves, and utensils to prepare the same.

"In a few hours our house was disinfected and in order, and about thirty patients were carried to it; most of them had typhoid fever and a few had measles.

"The night of July 1, however, our work had to be changed. The Major called for all assistance possible to attend the wounded, who were arriving from the battlefield of Santiago. Large numbers of the wounded were brought down, and many of them walked miles with wounds in their arms or other parts not preventing them walking. Men with bullet wounds through their lungs walked and crept for hours to get to the hospital. There were hospitals nearer the front, but all seem to have been overcrowded by the work of that day, and many soldiers had lost their way in the undergrowth and wandered about until they found the nearest road to a hospital. Many walked because they complained that wagons increased their pains [illegible] examined by him, and laid somewhere to be comfortable until they could have attendance. By 'comfortable' I mean as far as the situation would permit. Every surgeon and nurse was put to work. Mrs. Lesser, Sisters Isabel Olm, Minnie Rogers, and Blanche McCorrestan were called to assist at an operating table, and Sister Annie McCue and Mrs. Trumbull White were left in charge of the hospital building.

"At first I had the pleasure of assisting a very able army surgeon, Dr. Fauntleroy, but the same evening a table was assigned to me by Major La Garde, and I operated upon my cases, assisted by others. There were six tables in the tent, which were in charge of the following surgeons: Drs. Fauntleroy, Ireland, Nancrede, Parker, Howard, and myself. The work continued all night, each operator having one assistant and one of the sisters at his table, and it lasted all of the following day. As the wounded came down in numbers, and there were not cots for them, they had to be left in any position around the ground. The Major and Chaplain Gavitt were at all times kept busy having tent flies put up to protect them in case it should rain.

"Major Appel, Chief Surgeon on the Olivette, deserves great praise for his energy and the manner in which he took the wounded under his able care.

Wounded Spanish Prisoners.

"The night of July 3 we expected to be able to rest a few hours, but during the day the fleet had fought its battle, and a number of Spanish wounded prisoners were taken off by the various ships. Dr. Lewis, Chief Surgeon of the Harvard, who assisted in attending the wounded at the hospital at Siboney, invited Dr. Parker, myself, and the sisters to help him in attending the wounded Spaniards, to which we gladly responded and spent the night on the Harvard.

"The following day we were able to sleep a few hours, while Major La Garde and his staff began very early in the morning. We returned in the afternoon, having had a few hours' rest, and continued with our duties at the operating table. Thus hundreds were attended, and, I believe, received such care as any field hospital could offer.

"The wounded continued to arrive in that way for four days, many of them telling that they had been sent on the first day of the battle, July 1, and had received no care except from some comrade who had with him the little emergency package. Permit me to say here that I believe the little emergency package has saved many a man from death through bleeding.

"Most notable and commendable was the desire of the surgical staff to save limbs when at all possible, and I have seen and often joined Drs. Fauntleroy, Nancrede, Ireland, and Parker in the work, spending an hour for resection of a part in order to prevent amputation. Of course all endeavored to do the same, and out of the total number of 1,415 wounded treated in the Siboney hospital after the battle, there were but three amputations of the thigh, two of the leg, and one of the forearm, that I observed in camp.

"Most of the cases of gunshot wounds gave very little work to the surgeon, as the bullet entered at one place and made its exit at another, thus leaving a clean wound. Even through vital parts of the body, such as the brain and abdomen, bullets passed without apparently giving the patient any great distress. Many of the men that I saw were shot in the shoulder, the bullets making exit through the back. Some gunshot wounds had two places of entrance and exit in their course. For instance, I had cases in which the bullet had gone into the upper and lateral part of the cranium, come out behind the ear, went into the shoulder, and came out behind and below the shoulderblade, or had made its course through the left arm, entering the right chest and coming out at the back.

"Many of the wounded complained of having been left for days in the field without assistance, and some of them told stories of the dead and wounded whose sufferings on the field would be out of place in this report.

"When the rush was over, I was called to the camp where the Spanish prisoners were located. I prescribed for their ailments, while the Sisters supplied their food. In addition I answered the calls which came from Cuban families in Siboney. Those who were wounded had their wounds dressed at the scene of battle, and although some of the dressings were temporary, they feared to have any person touch them, until I assured them that they would be treated as gently as possible.

The Yellow Fever Epidemic.

"Dr. Guiteras, who visited all the hospitals daily, informed me one afternoon that he had found a case of yellow fever in camp, (not in our hospital,) developed in a place near Siboney. There were two or more suspicious cases which he had watched, and he believed that yellow fever would develop rapidly. I called the Sisters together, presented the situation to them that they might decide whether to stay in the field or return to the State of Texas. Their unanimous decision to stay and face the consequences made them continue their work without any hesitation.

"Our work continued until we were seized with yellow fever. I treated the Sisters, and at first, despite the rain, went about to perform my other duties. Dr. Long had taken charge of the Spanish soldiers for a number of days, and when I found that I was unable to be about any longer I went to bed, still continuing to treat the Sisters and myself, and Dr. Long took charge also of the patients at the hospital building. When the houses at Siboney were ordered to be burned down we left for the yellow fever camp. On the seventh day after our arrival we were able to return to Siboney. Our ailments, although not prevented, had at least been made light by prophylactic methods, and our recovery was consequently rapid.

"After our return to Siboney I again offered to serve. In the meantime word from Assistant Surgeon Greenleaf was received at Siboney stating that forty-five Red Cross Sisters, surgeons, and other assistants had arrived at Guantanamo, waiting to come to us, and as we returned the same day from the fever camp Surgeon Major La Garde telegraphed and telephoned repeatedly for them to come, but he received no reply. Feeling that under the existing circumstances, and exhausted from work and illness, we could not continue to work without more assistance, I applied for our return. Surgeon Major La Garde upon this placed me in charge of the steamship Concho, which left for the North on July 23.

"In conclusion I desire to say in behalf of those who worked in Cuba in the name of the Red Cross that we appreciate to the fullest the kindly words of sympathy that have been given to our work by those who knew us then and here. As to any incorrect reports that have been made I can only say that the inspiration which guided them could only have been due to lack of knowledge of the real conditions. I know that our efforts were limited solely by physical endurance, but we endeavored at all times to act in accordance with the spirit and purposes of the Red Cross.

"It is not the pain we suffered which all of us deplore, but our inability to assist those who needed assistance much more than we did, particularly when the first night in the yellow fever camp we heard the cries and moans of 130 patients, attended by two male nurses. All of us would willingly undergo again ten times the physical suffering if we could render ten times the service with the same success to the good people who have offered their lives for the country we so dearly love."

ORDERS FOR VOLUNTEERS.

Men Encamped in the South to Come Nearer Home.

Gen. Gillespie, commander of the Army of the Department of the East, yesterday issued orders for the Second New York Volunteers and the First Maine Volunteers to proceed from their respective camps at Fernandina and Chickamauga and to take new sites.

Through the application of Senator Murphy, the Second New York, which is composed of men living near Troy, will camp at Sand Lake, in Saratoga County. Gen. Gillespie sent Major Storey to the camp last week, and, upon returning on Saturday night, approved the site. The men will leave Fernandina this week and will be at Sand Lake by Sunday.

The First Maine will go to Augusta and will take the camp that was used as Government land during the civil war.

The light batteries which have been stationed at Tampa have also been ordered to return to their former posts throughout the country.

Divided on Mustering Out.

SAN FRANCISCO, Aug. 21.—The men of almost every one of the volunteer regiments in camp at the Presidio are circulating petitions to the Secretary of War, requesting that they be mustered out of the service. There are very few of the officers with whom this movement has any countenance, and efforts are being made to suppress it.

Lee's Corps to Parade.

JACKSONVILLE, Fla., Aug. 21.—Gen. Lee, commanding the Seventh Army Corps, is making arrangements for the parade of the troops of the corps, and it will probably taken place on Friday of this week. The parade will be in commemoration of the signing of the protocol and declaration of peace. Invitations have been extended to President McKinley, Secretary Alger, and Adjt. Gen. Corbin. Secretary Alger has promised to come, and the others will do so if possible. About 30,000 troops attached to the corps are now in camp here, [illegible]

TROOPS FOR CAMP MEADE

Six Thousand Pennsylvania Soldiers Destined for Gen. Graham's Post.

HIGHSPIRE RIOTERS ARRESTED

Report in the Third Virginia's Case Held Sub Curia—Promotions Among Pensylvania Officers.

CAMP MEADE, Penn., Aug. 21.—The movement of the Second Division of the Second Army Corps, to which the Sixth Pennsylvania is attached, will begin to-morrow from Thoroughfare Gap. This will be followed by the movement of the First Division, composed of the Eighth, Twelfth, and Thirteenth Pennsylvania Regiments, from Camp Alger. The Eighteenth Pennsylvania Regiment has been ordered to the new camp, and a battalion of the Sixteenth has been here since Tuesday.

These troops will be moved at the rate of a division a day, and by the close of the week Gen. Graham expects to have over 6,000 Pennsylvania soldiers in his command. He has obtained permission to acquire all the land needed to encamp the entire Second Corps, and he has done so. The only arrivals in camp to-day were the First and Second Battalions of the Fourth Missouri.

A small-sized riot occurred between some of the troops last night at Highspire and a detail was sent from camp to quell the disturbance. Thirty-eight rioters were arrested, as well as forty men without passes.

Gen. Graham said this evening he would not make public the report of the board of inquiry in the Third Virginia case until he had gone over it carefully with his Judge Advocate. The camp was crowded with visitors to-day. The soldiers are pleased with their new quarters and are anxious to remain here until they are mustered out.

Capt. Watres of Battery C, Pennsylvania Artillery, which is doing duty in Puerto Rico, has resigned, and First Lieut. Dean has been chosen as his successor. Second Lieut. Smith has been advanced to First Lieutenant and First Sergt. Wilkinson goes up to Second Lieutenant.

PHILADELPHIA, Aug. 21.—The Philadelphia hospital train, which left this city several days ago to bring home sick Pennsylvania soldiers from Camp Thomas and Camp Alger, returned to-night. There were 102 sick and convalescent soldiers on board, taken from the First, Ninth, and Fifth Regiments. Immediately upon arriving in this city a number of ambulances and patrol wagons were brought into use, and the sick soldiers were taken to various hospitals. Nearly all of the sick have typhoid fever. The journey north had no ill effects on any of the men.

BULLFIGHT AT CAMP LONG.

The Spanish Prisoners Witness a Burlesque of Their Favorite Sport.

PORTSMOUTH, N. H., Aug. 21.—Fully 3,000 people witnessed the burlesque bullfight at Camp Long this afternoon from small boats and steamers in the river. The 1,600 Spaniards formed in a circle near the water front, and there enjoyed their favorite pastime and burlesque bullfight, bordering on the real.

Paymaster Dimes has just completed the payment of the Spanish sailors, using the sum of $35,000 in Spanish coin, and the Spaniards are anxious to obtain the privilege of spending it, and are in hopes of being paroled before they are sent back to Spain. The price of souvenirs has been raised as a result of their scarcity, and to-day Spanish officers' buttons are bringing $5 each, and sailors' hatbands are not to be had at any price.

The number of sick has been reduced over 507 during the past two weeks. Arrangements have been made for caring for the 600 marines who are expected to arrive here on the United States steamer Resolute on Friday. Their camp has been located north of Camp Long. The United States steamers Piscataqua and Frolic are expected to arrive at the navy yard this week, having been ordered there to go out of commission.

MICHIGAN NAVAL MILITIA HOME

Greeted with Welcoming Cheers Upon Their Arrival in Detroit.

DETROIT, Mich., Aug. 21.—With honors befitting them the Detroit citizens to-day welcomed home the members of the Michigan Naval Militia who served throughout the war on the auxiliary cruiser Yosemite.

A special train carried a party of relatives and friends to Toledo this morning, where the men were given their first welcome. On alighting from the train at Detroit the sailors were met by one of the largest crowds ever seen in Detroit. The revenue cutter Fessenden fired a salute of welcome, all the steamers on the river and the locomotive whistles chiming in with shrill blasts.

Amid the cheers of thousands, the seamen and a military escort which was waiting to do them honor paraded through the principal streets. It was a veritable triumphal procession. Windows were filled and crowds waited to cheer the first of Michigan's returned heroes. The men presented a fine appearance, being bronzed and burned until they looked almost like the Spaniards they had been fighting.

After being reviewed by a party of officials and friends, the men were dismissed and went to the homes they had not seen in four months. To-morrow the sailors will be mustered out of Uncle Sam's service and become civilians again.

Naval Station at Pago Pago.

SAN FRANCISCO, Cal., Aug. 21.—Engineers sent by the Navy Department to prepare proposals for the construction of a naval station at Pago Pago Harbor, Samoan Islands, have arrived. F. P. Chambers of New York is the chief engineer of the party. Contractors are now submitting plans to the engineers, and the contract for constructing this station will probably be let within a week. A ship will sail for the islands immediately after the contract is awarded, and preparations are made for the expedition.

The Onondaga to be Used.

CLEVELAND, Ohio, Aug. 21.—Orders have been received by the Globe Shipbuilding Company to convey the Onondaga to the seacoast. The Onondaga was built in Cleveland for the Revenue Service, but later was assigned to the navy. She is at Ogdensburg, N. Y., and will be cut in halves to get her through the St. Lawrence Canal. It is understood that she will go into service as a revenue cutter.

LIEUT. HOBSON'S SUNDAY.

Several Naval Officers Call on Him at His Club.

Lieut. Hobson spent yesterday very quietly at the Army and Navy Club, 16 West Thirty-first Street. He was engaged during the day in perfecting his plans for raising the Cristobal Colon. He expects to leave for Washington to-morrow afternoon.

Several naval officers of the squadron dropped in and chatted a short while with Hobson. The Lieutenant left the club early in the evening and did not return until 10 o'clock. He said he had been resting, but wouldn't say where. Speaking of his work down the bay with the air bags, he said that he had at last found an air valve that worked satisfactorily, and thought his work would be completed in two days at the most. He could not say, however, when he would be off for Cuba, as he is waiting orders.

He spoke of Saturday's review, and remarked: "It was a lucky thing for the sailors that there was a half mile of water between them and the shore. If they had been nearer they'd have been hugged to death."

The Engineers' Club issued tickets to many naval officers, and will be the scene this week of several luncheons and dinners given to the naval engineers.

A party of four, consisting of Edward McCauley, Jr., and I. T. Gibbs of the Brooklyn [illegible] and Cyrus P. Miller [illegible]

PROGRESS IN THE ORIENT.

Bishop Joyce Tells of Social, Industrial, and Religious Changes in Japan and China.

BATTLE CREEK, Mich., Aug. 21.—Bishop Joyce of the Methodist Episcopal Church, who has but recently returned from a two years' tour in the Orient, is at present taking the rest cure at the Battle Creek Sanitarium. In an interview here he said:

I sailed for the Orient two years ago, since which time I have been traveling and inspecting our mission work there. I have traveled extensively, and saw much of interest while abroad. I traveled twice around my circuit, which embraced Korea, Japan, and China, covering in all 22,000 miles; was on board of 35 different ships, visited the domains of 65,000,000 people, and talked to the natives through 14 different interpreters. Japan, my first scene of labor, is a beautiful land, resting on the earth's surface like a hammock, swung high at either end and sweeping to a lower level in the centre. Japan, once so full of promise as a mission field, is now full of obstacles to the spread of the Gospel. Not many years ago the spread of the Gospel there became so marked as to stir up intense opposition on the part of certain liberal schools of religion, and at once the entire monarchy was in a tumult of debate and speculation. The Japanese are of a liberal spirit, and withal full of the mind of inquiry. The cause of missions there is now gaining. We have 43,000 Protestant Christians in Japan at present, all under one conference.

The Japan citizen is progressive—much more so than the Chinaman or the Korean. He has a quick eye, is prompt to catch a new idea, and is the greatest imitator on earth. The Chinaman is also endowed with the faculty to reproduce anything in art, machinery, or fabrics. These Orientals are shrewd in business. When they find an importer making headway, introducing a line of goods, they get out an imitation and flood the field with it. This is a peculiarity hard to meet, and English and American traders find it a serious obstacle.

In Shanghai I got a suit of clothes made to measure by a Chinaman tailor, which fitted as well and was as satisfactory every way as any suit I ever had. Korea is a most interesting country, and its proverbial prejudice against foreigners is fast disappearing. An American from the South, named Holmes, is now the contractor for building a railroad from Chemulpo to Seoul, Korea. A couple of Americans from the Pacific Slope have secured a concession or lease on twenty miles square of gold-bearing territory in Korea, and one introducing American-made machinery and American methods in mining. They have flattering prospects of great wealth. The Anglo-Saxon is getting a foothold also in China. Americans are constructing a railroad connecting Shanhaiguan, Tientsin, Hankow, and Pekin. Twenty locomotives have been shipped to this road from the Baldwins, in Philadelphia.

It is interesting to note how a change of customs in these Oriental lands gradually opens the way for enterprises born under entirely dissimilar civilizations. Our missionaries, tourists, and resident merchants are teaching the natives new and superior arts. One of these is American sugar cane mills and evaporators, now used to some extent in China, and destined to greatly extend. In Soule, we have a college and some printing presses of American make at work. In Shanghai there are three English daily papers, all printed by English or American presses. Customs of centuries are beginning to crumble and fall before the advance of higher types of intelligence. Quite a sentiment is springing up, confined to the higher classes, in favor of abolishing the barberous custom of binding the feet of the women.

In Shanghai three rich Chinamen have endowed a female school, something unheard of in the Celestial kingdom, for Buddhism takes no account of girls. They propose to teach the girls medicine, law, and other professions open to women in the more advanced nations. They boldly declare that the women of China must be advanced to a plane similar to Western civilization. They insist that the feetbinding must cease. This would be an innovation of the most startling nature. This movement is receiving the indorsement of much of the best thought in China. The official classes are beginning to assume Americo-English dress. The system of education for these thousands of years has been by the mnemonical method. Everything was memorized. Now a new order is setting in. The Viceroy of China declares that Chinese young men must be made practical, like Americans, and educated on practical lines, as in Western countries. They are now introducing the study of geography, mathematics, &c., and are teaching by maps, charts, and other Western schoolroom methods.

In Pekin a native of wealth has founded a college where all branches are to be taught on modern lines. There we have fifty-five missionary societies, embracing every evangelical Church in Christendom. In these fields 2,700 missionaries find employment. In the Empire are 85,000 Protestant Christians; 43,000 in Japan and 10,000 in Korea. The Methodist Episcopal Church alone has 22,000 in China, 5,000 in Japan, 2,100 in Korea. The Methodist Episcopal Church has a university at Pekin and one at Nankin, with full college courses, including medicine and theology, and one at Foochow in which both English and Chinese are taught. All these schools are crowded. Fully 25,000 young people in China attend our colleges and boarding schools. In Japan we have colleges at Tokio and Nagasaki.

The first germ of progress was planted in Japan when the American Navy, under Commodore Perry went there in 1853. In 1870 the first Protestant church was organized. Since then the form of government has changed from despotic monarchy to constitutional monarchy. Within twenty-five years railroads and telegraphs have been introduced. Japan has now a compulsory common school system, with ten-month terms each year. She has 1,200 newspapers, 300 of them being dailies. She has 136 national banks and 600 private banks, all run on the American plan. Japan has 2,600 higher institutions of learning. Under her present constitutional form of Government, Japan has freedom of religious worship.

Brooklyn Girl Missing.

A general alarm was sent out last night for fourteen-year-old Lizzie Arbuckle who has been missing since Wednesday morning from her home, 218 Sanford Street, Brooklyn. She has blue eyes, light brown hair, and a clear white skin. She was attired in a white and pink striped dress, sailor hat, collar and cuffs and black stockings. Her father, Andrew Arbuckle, who is a manufacturer of carriage materials, moved into the Sanford Street house three weeks ago. At that time he asked his daughter to pay less attention to her books and endeavor to make friends. On Wednesday morning three boys who lived on an upper floor of the house, bothered her by teasing her and tearing a page from her book. She boxed the ears of one of the boys and his mother threatened to tell her father. A little while later she went out on her usual morning walk and has not been seen since.

OUR FEELINGS TOWARD FRANCE.

Much Gallophobia Reported by a Paris Correspondent.

From The London News.

PARIS, Aug. 8.—The United States correspondent of the Temps, writing from Jacksonville July 24, fills a column and a half (small type) with complaints of American bad feeling toward France. The American press, he says, rakes up rumors, magnifies small incidents, and twists truth. History is travestied to force on readers the conclusion that all the nations of Latin origin are rotten like Spain, and that great is the Anglo-Saxon race. France is doomed to sink like Spain and Italy. Though in fact first in the world she is spoken of as not reaching to the ankles of Great Britain.

As to American taste for French art and amenities, the correspondent says it exists only among the cultivated few. The masses put up with French fashions, but despise them. Far from trying to imitate French models in architecture, sculpture, painting, and goldsmith's work, American artists try to discover formulas of art opposed to the French. They seem to do this as if for a bet. The public see on every article thus produced the stamp of genius, and they pay tributes to it at banquets at which the menus, still written in French, are not understood. The American press has seized on the Dreyfus affair as it did on the Panama scandal to belittle France. It now makes use of the wreck of La Bourgogne to render her odious. A great illustrated weekly represents Mme. Lacasse as the only woman on a raft. Another woman is being beaten away by French sailors. The final complaint is that the American press loses no opportunity to glorify German science and British prowess. Bismarck is the great German. The German Army is the [illegible]

THE CENTRAL LABOR UNION

Motion to Order More of Hoe's Men Out Adopted at a Snap Meeting.

O'BRIEN CALLED IT ILLEGAL

The Union's Delegates Divided—Iron Molders and Pattern Makers' Delegates Refuse to Accept the Order.

Most of the time of the Central Labor Union was yesterday taken up with the discussion of the strike of machinists in the Hoe printing press manufacturing shops. Delegate Warner of the machinists wanted to force the ironmolders and pattern makers in the shops to go out on a sympathetic strike, while the delegates of those unions declared that they would not order their men to strike.

The building trades section of the Central Labor Union had sent its Arbitration Committee to Mr. Hoe to try and adjust the strike, but was unsuccessful. It did not make any report, and the Sunday before last the Central Labor Union sent a committee of its own to Mr. Hoe, but it also was unsuccessful, and yesterday that committee came with a recommendation that the other unions represented in the shops should order their men out on sympathetic strikes.

William J. O'Brien, who was in the Chair, refused to entertain the motion, as it was against the constitution of the organization.

"It is all right," said Delegate Hawkesworth of the Amalgamated Engineers. "I called my men out and they struck."

Just then Delegate Warner of the machinists, Perrine of the ironmolders, and Flannagan of the patternmakers entered. The two latter said they would not order their men to strike. They both had about 100 men in the shops, and they argued that if the 600 striking machinists could not win the other 100 certainly could not.

Delegate Warner admitted the logic of their remarks, and then added that his union might think otherwise. He then moved the adoption of the recommendation of the special committee.

Chairman O'Brien then ruled that inasmuch as the Arbitration Committee of the Building Trades Section had not made any report, as required by the Constitution, the motion was out of order, and he would not entertain it.

The Chairman Obstinate.

"I'll appeal from your decision," said Warner.

"This is a matter of law, and I'll not allow an appeal," replied the Chair.

"How shall we get over this technicality?" asked a delegate.

"Let's go into Committee of the Whole," suggested Delegate Fitzgerald of the Reliance Labor Club. This suggestion was agreed to, and Delegate Philip Kelly was made Chairman of the Committee of the Whole, and the motion to order sympathetic strikes was renewed.

"I simply wanted to act according to the Constitution," said Mr. O'Brien, in explaining his action, "and I say now again that the motion is out of order."

"You are out of order yourself," said Chairman Kelly.

"The Arbitration Committee did report," said Delegate Warner.

"It did nothing of the kind," replied O'Brien, "and you are simply bulldozing the Central Labor Union."

"You people don't know anything about the strike," said Delegate Flanagan of the pattern makers, "and yet you want to force us out on a sympathetic strike. The machinists went out without consulting us, and said they did not need our help."

Delegate Perrine of the iron molders added: "Our men can go out as individuals if they like, but then they will be disciplined by my union for striking without its sanction. And when the machinists went out without consulting us they cannot expect us to go out to suit them. I defy the Central Labor Union to discipline us in this case."

The motion to order the other unions in the shops to strike as well as other unions whose members handle the firm's presses prevailed, and the Committee on the Whole adjourned.

"I congratulate you on having acted as Sunday school teachers, and with not violating the Guggenheimer rule," remarked Chairman Kelly.

The Central Labor Union then reconvened, and Mr. O'Brien resumed the chair. The motion as adopted by the Committee on the Whole was then read, and Warner requested that it be adopted by the body.

Chairman O'Brien, however, again refused to entertain the motion on the ground of its unconstitutionality.

"Will you entertain an appeal from your pretation of law," observed Warner.

Law Is Law says O'Brien.

"No, law is law," replied the Chair.

"But I may differ with you in the interpretation of the law," observer Warner.

"This case is too plain for difference of opinion," said Chairman O'Brien.

"But the Committee of the Whole adopted the motion," said Delegate Philip Kelly.

"What do you take that committee for?"

"Oh, it is a go-as-you-please body. I, as Chairman of this body, refuse to allow it to override the constitution."

"I move that we put the Vice Chairman in the chair," said Delegate Johnson of the Manhattan musicians.

"I sha'n't allow it," quoth the Chair.

A delegate moved to adjourn, and after some more debate it was carried. As the delegates went out of the hall, Delegate Warner begged them to stay for a special meeting. He said the fate of 600 men depended on their action. Many of the delegates went out, and some resumed their seats. A call for a special meeting was written out and signed by five delegates, and then it was read. Delegate Fitzgerald was made Chairman, and the motion to order sympathetic strikes was again brought up with an amendment that the strikes were to be ordered at the pleasure of the machinists.

Delegate O'Brien again said the motion was out of order, but he was told he was out of order. The motion was then passed after one of the delegates had asked that the photo press feeders in a certain shop that had been recently unionized be not called out, as their places would be taken by non-union men. Delegates Perrine and Flanagan of the iron molders and pattern makers, said their men will not strike.

FOR A NINE-HOUR DAY.

The International Typographical Union Preparing for the Struggle That Is to Come.

The Shorter Work Day Committee of the International Typographical Union yesterday issued the following circular to its affiliated unions in the United States, Canada, and the Sandwich Islands in reference to the coming struggle for the nine-hour work day in book and job offices.

> If you have made no preparations for the establishment of a shorter working day you must do so at once.
>
> The date for the establishment of the nine-hour day throughout the jurisdiction of the International Typographical Union is almost upon us, and you have but a few weeks for preparation. The pressmen and bookbinders are agreed upon the same date, and the three international unions will enforce it on the same day throughout the United States and Canada.

It was stated yesterday that the date fixed for the nine-hour demand in book and job offices is early in October. No one knows the exact date except the President of the International Typographical Union and the Shorter Work Day Committee. The committee will announce the date on which the demand will be made a week before it it is to be enforced.

Typographical Union No. 6 will, on the Sunday after next, take up the question of the circular and discuss the amount of assessments necessary to keep up the fight should strikes be called. The mailers, photo engravers, and stereotypers in book and job offices will also make the demand for nine hours. Should strikes be ordered to enforce the demand for nine hours 60,000 men will be affected in the United States and Canada.

A member of the Shorter Work-Day Committee said yesterday: "There are 300 unions affiliated with the International Typographical Union, and four-fifths of them have already raised assessments to meet the expenses of a possible strike for nine hours. Most of the employers, the committeeman said, will undoubtedly grant the demand, but there will be some strikes. Every year men are thrown out of work by labor-saving machinery, and the only way of keeping the men in employment is to shorten the hours of labor."

Typographical Union No. 6 held a special meeting yesterday afternoon at the Teutonia Assembly Rooms, at Third Avenue and Sixteenth Street, to hear the report of a committee that had been appointed to investigate certain charges against the old officers.

The charges were that the officers had violated the constitution of the union in transferring money from one fund to another. The meeting was held behind closed doors, and lasted several hours. The investigating committee, it was said, reported that the charges could not be sustained, as the money transferred had been needed to carry on a big strike.

A motion for the adoption of the committee's report gave rise to a long and acrimonious discussion, and then the meeting adjourned without coming to any final decision. It was decided to hold another meeting next Sunday to continue the discussion of the report.

STRIKES ON SCHOOL BUILDING.

One to be Ordered To-morrow and a General Strike May Follow.

Some of the walking delegates said yesterday that a strike will be ordered to-morrow on a school building at Seventy-fourth Street and Avenue A to enforce the payment of union wages. The Board of Walking Delegates at its meeting this afternoon will probably discuss the recommendation to order strikes on thirteen public school buildings in this borough.

The Brooklyn Board of Walking Delegates has also been considering the subject of ordering strikes in public schools in that borough against non-union wages and the employment of aliens. Delegate Beatty of the Brotherhood of Carpenters ordered strikes of carpenters on three public school buildings in Brooklyn to enforce the payment of union wages.

SICKNESS AT SANTIAGO.

Shafter Reports 75 New Fever Cases and 129 Fever Patients Returned to Duty.

WASHINGTON, Aug. 21.—Gen. Shafter's daily report of the health conditions of the troops at Santiago, received by the War Department to-night, follows:

"Santiago de Cuba, via Haiti, Aug. 21.

"The Adjutant General of the Army, Washington:

"Sanitary report for Aug. 21: Total sick, 1,025; total fever cases, 698; number new fever cases, 75; fever cases returned to duty, 129.

"Deaths, Aug. 19—Private Norman McMillan, Company M, Seventy-first New York Infantry, yellow fever; Private Frank E. Sharp, Company C, Thirty-third Michigan, typhoid fever; Private Mosely Gains, Troop B, Tenth Cavalry, typhoid fever, following yellow fever; Corp. Walter C. Jarvis, Company A, Ninth Infantry, pernicious malarial fever; Private Richard Rique, Company C, Ninth Infantry, typhoid fever; Justice W. Harwood, civilian, acute dysentery; John C. Wright, civilian, pernicious malarial fever; F. N. Naftzger, Company D, Eighth Ohio, yellow fever.

"Aug. 20—Private August L. Johnson, Company E, Thirty-fourth Michigan, typhoid fever; James S. Smith, Company B, Second Infantry, yellow fever.

"SHAFTER, Major General."

Late to-night Adjt. Gen. Corbin made public the following dispatch from Gen. Fitzhugh Lee, in command of the Seventh Army Corps at Jacksonville, Fla.:

"Jacksonville, Fla., Aug. 21, 1898.

"Gen. Corbin, Adjutant General, Washington:

"Replying to the dispatch from the Hon. John H. Gear, Burlington, Iowa, to you, will state that the condition of the Fiftieth Iowa is exaggerated. Yesterday morning's report shows 1,015 enlisted men present; 70 sick in hospital and 64 in quarters. The total number sick in the hospital in the Second Division, to which it belongs, is 404 out of 10,797 enlisted men present.

"The division hospital is ably managed and well taken care of, has electric fans and comfortable appliances of all sorts, and has now one hundred and ninety soldier nurses, many of whom have had experience in civil hospitals. In addition, the Surgeon General has ordered fifty trained women nurses here, who will arrive soon, and an officer has been sent North to enlist one hundred and fifty trained nurses from the large cities of the North. The Fiftieth Iowa has lately had its camp moved and is getting along well. The trouble at home seems to be the result of want of knowledge of these existing facts. The Forty-ninth Iowa, the other Iowa regiment here, has by yesterday's report 1,257 enlisted men present, of whom twelve are sick in the hospital and thirty-seven in quarters. Apart from climatic Summer fevers, there is very little sickness in this corps.

"LEE, Major Gen. Commanding."

A NOVEL RAILWAY ACCIDENT.

Collision by a Train Running Backward, Followed by Asphyxiation in a Tunnel.

From The London Standard.

GENOA, Aug. 12.—A passenger train and a goods train collided near Ponte Decimo yesterday evening. Nine dead bodies have been extricated from the débris, seven of the victims being railway employes. Forty persons have been injured, many seriously.

Details regarding the accident show that the goods train was an exceptionally heavy one, and as the Giori Tunnel gradient is very steep three engines were attached. After the train had got well into the tunnel, however, it was found that the engines were not sufficiently powerful, and the train gradually slowed down, and finally came almost to a standstill. The tunnel is illy-ventilated, and the coal used was of bad quality. The result was that the sulphurous fumes given off from the three engines rapidly became so dense that the engine drivers and stokers were all asphyxiated. After this the train, which was still on the up grade, slipped back and dashed with increasing speed down the steep incline, finally crashing with terrible force into the passenger train at the bottom. Both trains were completely wrecked.

Two more of the injured have succumbed, bringing the number of dead up to eleven, nine of whom were railway employes. The other two are a Mme. Asteng and her son. The condition of some of the injured is becoming worse.

Starvation in the West Indies.

Letter to the Editor of The Saturday Review.

According to accounts which I have received from the West Indian editors, several of the West India Islands, especially the Leeward Islands, are in the last stage of destitution, and starvation is at the door. I beg leave to call the attention of your readers to the State of Antigua as described in The Antigua Times, which arrived on the 4th inst.:

"The condition of our working people is a matter for grave and serious consideration. In the city there are a large number of able-bodied men seeking employment from day to day without success. In the country the same sad tale is told, men with families not being able to earn more than one shilling per week. On Thursday of this week a man was found lying in one of the principal streets of the city worn out by exhaustion from starvation, who had ultimately to be carried to the hospital."

It was stated quite recently in The Montserrat Herald that cases of death from starvation had already occurred at Montserrat.

This matter has become urgent and acute, and the nation must be prepared for a lamentable loss of life in the West Indies unless steps are taken to avert it, for the palliatives sanctioned by the House of Commons with a view to resuscitating the sugar industry in the West Indies will not save the native laboring populations from death by starvation. Such is the appalling state of affairs brought about in our West Indian colonies by the action of the foreign bounties.

CHARLES HENEAGE.
Representing the West Indian and Demerara Editors.

Fifth Regulars for Santiago.

TAMPA, Fla., Aug. 21.—The Fifth Regiment, United States regulars, sailed from this city to-day for Santiago, where they go to do garrison duty. The members of the regiment firmly believe their services there are required more to keep order among the disorderly soldiers than anything else. They sailed on the Saratoga and Knickerbocker, and were under command of Acting Col. Freeman. This is the fifth order this regiment has had to go to the front before, and it succeeded in getting away before the order was countermanded.

HORRORS OF SANTIAGO

The Camps of the Spanish Prisoners Are Scenes of Starvation, Sickness, and Death.

FACES RESEMBLE SKULLS

Spain's Conquered Castaways Have Been So Neglected that They Provoke Profoundest Pity Embarking on Transports for Home.

Correspondence of The Associated Press.

SANTIAGO DE CUBA, Aug. 9.—Since the surrender of Santiago de Cuba one thing has been uppermost in our minds, namely, the health and condition of the brave American soldiers who fought and were victorious. And this was very proper; the men certainly deserve whatever could be done for them upon this score.

In consequence of protests from commanding officers the orders from Washington as to the disposition of the army were changed and our troops are embarking daily for the health-giving breezes of the North.

To-day the first of our Spanish prisoners were put on board the transports we have hired to take them home. Ten thousand of these men have been in camp for more than three weeks, just outside of the city limit. They were much nearer to the palace than our own men; they were our prisoners, and we one and all avoided the road that led near their camp because of the vile odors that arose therefrom.

To-day as the Spaniards passed through the city on the way to the docks, we saw sights that brought tears to the eyes of men not readily moved to tears. Down on the docks, in a narrow strip or shade from a warehouse, some 200 Spanish soldiers waited orders to move on to the lighter which would convey them to the much-talked-of Spanish hospital ship Alicante. These men were thin and of a sickly palor, hollow-cheeked and weak.

"We are the well men who have brought the sick men into town on litters," they explained.

Spectacles of Horror.

Down on the wharf being loaded on the steam lighter Bessie were long lines of stretchers, each with its pitiful burden. Faces that looked like death's heads, every line of the skull marked on the yellow skin, protruding teeth, over which lips would not close.

One man grasped in a claw that had crushed them three American hardtack. Others had food hidden under their scant coverings. Their weight was as nothing, yet four well men staggered under the burden of one stretcher. Down the city streets came other processions of stretchers. Vanquished and sick, weak, pitiful, moaning, staggering, they drifted into town all day long. When the city surrendered the prospective return to Spain brought joy to many hearts; the fulfillment of the promise was sad.

Ten American ambulances have been detailed to help carry in those unable to walk, and we have erected tents on the dock, where the sick can wait until the lighter is ready for them.

"It was not a camp out there," said a Spanish officer; "it was a graveyard. Between two and three hundred went into the hospital daily. Hospital? It was not a hospital—there were no medicines, there was no attendance. Forty are dying every day, and the trenches are full of the dead. We have saved you many a $20 for passage to Spain. That camp has been nearer —— than anything in the war.

"There are 9,000 in there yet; only 1,000 came in to-day, but they won't last long. Dysentery, camp dysentery, we call it, and it is worse than the plague, is carrying them off."

A white-haired officer, with stars and bands on his sleeves, but so thin and weak and pale that he looked more like a skeleton than a man, walked down the wharf supported by his wife, who was as much in need of support as he was himself. Over a loose board they both tripped and fell. There are two young children in the party, who cry almost continuously. Finally, they all got on board; the woman to spend ten days on a filthy, horrible troopship.

Women on the Troopships.

There are many women going thus, wives of officers, who cannot pay for a passage. These Spanish troopships bid fair to rival old-time slavers in the misery and suffering that will be confined within their sides on the voyage back to Spain.

Our own soldiers were sick, but the condition of the Spaniards is so many times worse that our men seem strong and healthy compared to them. The Spaniards were not in this condition when they moved into their death camp three weeks ago.

Just how far we are obliged to provide and care for a vanquished foe is a question now being discussed in this town. Every one admits and has admitted that the Spaniard has been a good enemy, a good fighter, and the Americans who took off their hats to the Spanish officers on July 17 did so with true homage to brave men.

As the pitiful lines of Spanish prisoners stagger through the streets of this city for the next week or so, feebly stepping out of the way of pedestrians, looking fearfully at rattling carts, and in sad contrast to our strong men in brown, the Americans who are here will be inclined to again uncover their heads, prompted by the same feeling of homage to brave men.

SIGNALMEN FOR SANTIAGO.

Third Volunteer Corps Will Leave To-morrow on the Seguranca.

The Third United States Volunteer Signal Corps, which was organized in Brooklyn and has been in camp at Chickamauga and Newport News for the past two months, arrived in this city yesterday afternoon on its way to Santiago de Cuba. The signal men came up from Newport News on the Old Dominion steamboat Jamestown and proceeded to the barracks of the Second Signal Corps, at 801 Dean Street, Brooklyn, where they will remain until the transport Seguranca sails for Santiago to-morrow afternoon. Two members of the corps, sick with typhoid fever, were left behind at Newport News. They are Privates W. E. Sullivan and James Paul. Private Gerber, who came with the corps on the Jamestown, has just recovered from an attack of fever and is so weak that he was sent to the home of a relative in Fiftieth Street.

The Third Signal Corps is in charge of Col. G. O. Squier, who has under him Capts. F. Leigh and S. W. Winefele, and Lieuts. W. Jarvie and H. C. Baldwin. Altogether there are sixty enlisted men in the corps. The signal men say that they were fairly well treated while in camp.

The company expects to have plenty of work at Santiago. It will have to establish and maintain communication between the different military posts, besides other duties.

The officers were entertained at dinner at the Hotel Martin, Manhattan, last night by Harry M. Francis, a veteran of the Second Signal Corps, and Treasurer of the State Trust Company.

Lieut. A. G. Thomson of the Twelfth Iowa Signal Corps was also a passenger on the Jamestown.

Besides the men from Brooklyn and New York, ten signal men from Tennessee and two from Iowa were also passengers. They will go on the Seguranca and will do special duty at Santiago.

The Seguranca will also take to-morrow eighteen members of the Eighth Illinois Volunteers. They are in charge of a Sergeant and have been at Governors Island for several days.

Collins Was a Brooklyn Boy.

Henry Collins, a member of the Second Massachusetts, who died on the Mobile on Thursday, was born in Brooklyn in 1879. He was a son of Henry C. Collins of 152 Montague Street. Three years ago he left Brooklyn for North Hampshire, Mass., where he had an offer of employment, and made his home there. He enlisted in Company I of the Second and volunteered when the call for troops was issued. He contracted malarial fever at Santiago, and this was the cause of his death.

The Wanamaker Store

The Parting of the Ways

THE store news of to-day is colored with the first distinctly Autumnal tints of the year. We are all but at the parting of the ways where Summer-time wants are left behind and the first strong push is made into the unknown splendors of a new and fruitful season.

Being only near this point,—not at it,—there is a tale of cottons to-day that is distinctively of Summer, yet with Autumn-tinged prices, sere and yellow. No leaf withers more surely than do Summer prices at the approach of Fall.

And so, for to-day, and probably for a number of to-morrows, the news will be tales both of this season and of next. They need no effort to reconcile them, for they are tales of beauties in new goods, and bargains in old ones, and so go properly hand in hand at this time.

Advance Fall Styles In Women's Suits

HERE are the very first arrivals,—truly the harbingers of a host. They bear a most important and deeply interesting message.

You will be instantly struck with the sweeping change in style from last Fall; and even the Summer styles had little in them to prepare you for this surprising transformation.

Long, graceful, sweeping lines take the place of tight fit and jauntiness. It is the Marquise style come back again, yet with immensely tasteful and effective modifications.

You must see these suits for yourself, and of course you will do so. But meanwhile here are three attempts at description:

FIRST—A Walking Suit of Broadcloth, the latest Calleaux cut, tight fitting, longer front than back, Jersey fitting hip piece set on to form darts in front and Van Dyke back, fastens to shoulder with jabot, trimmed with two rows of short cut insertions of embroidery underlying cloth, new style collar pointed in front, very high square cut at back held by two large crystal buttons. The skirt falls from pointed yoke, which fits closely around hips, tablier front, from which falls lower flounce, finished with trimming of embroidery to match waist; suit lined with rich Louisine silk. Price, $50.

SECOND—A Marquise Cape of Tan Broadcloth cut narrow and close fitting around shoulders, two graduated flounces starting narrow at yoke and becoming deeper at back fall in cascades down front, showing dainty lining of gold-colored Louisine silk. Yoke and capuchon flounce, which encircles same, are trimmed with narrow insertions of embroidery underlying cloth and finished in front with two smart traps of cloth adorned with large gold rimmed buttons. Collar forms revers in front and clover leaf design in back; this is beautifully trimmed with embroidery and stitching. Price, $50.

Very elegant and assertive is a full length Marquise Coat; this is joined below the knee by an insertion of self-toned velvet appliqued in cloth to a Marquise flounce, which graduates to front of waist, from where it falls in cascades, exposing front of dress. Front of waist has two large Louis XV. revers, which are inserted with velvet to match skirt; beautiful ornaments of same date adorn front and back of waist. Newest shaped sleeves and collar. This garment is also lined with the soft, clinging Louisine silk, pale green. Price, $70.

Second floor, Broadway.

The Sale of Japanese Silks

WE have no longer forty-seven miles of silks to talk about. The immense quantity has dwindled like a snowbank under an August sun. There is enough left to talk about, however, even though we are forced to make the measurement in commonplace yards.

This was a very big silk transaction, and a profitable one for you. If you have forgotten our first story about it, here's a reminder of the most important features of it—the wonderful prices:

500 yds. Lyons printed Japanese silk, Roman stripes, at 26c.
200 yds. small check effects, at 28c.
800 yds. Lyons printed Japanese silk; rosebud with foliage and wave effects, at 30c.
200 yds. in cardinal and black, 27 in., at 35c.
180 yds. of 36-in., 4 colors, figures on white, at 36c.
1,000 yds. of 27-in. printed Japanese silk, in navy blue-and-white and black-and-white, mostly polka dots and stripes, at 40c.
1,500 yds. of brocaded white Habutai, in neat satin figures, at 35c.
500 yds., 23 in., natural Habutai, at 32c.
200 yds. extra heavy natural Habutai for blouses, underwear, etc., at 50c.
450 yds. of black Japanese silk, full 36 in. wide, at 40c. Also 150 yds., 23 in. wide, at 30c.; 150 yds., 27 in. wide, at 32c.; 350 yds., 27 in. wide, at 35c.

Rotunda.

Home Adornments
Especially, Curtains

THIS is very near to coming-home time, when the thousands in the Summer hegira face city-ward again. It's time of home-hunting and home-making, and curtain matters ought to make good reading.

In a very few days we shall be in the very thick of it,—telling of new goods, new hangings, new curtains, and showing them and selling them and putting them where they belong and as they should be placed. In the short calm before this mercantile storm, we prepare for heavy weather by clearing decks and jettisoning whatever we can.

Among other things that go overboard are some curtains, and it's for you to pick them up if you want them. They are last season's goods, of course, but exactly the same patterns will be on sale for this season, at very much higher prices.

We will not give much detail; it will not be necessary. There are thirteen patterns in Brussels Point Lace Curtains that ought to be talked about, however. Twenty-dollar pairs are marked $15; forty-dollar pairs are $28; sixty-five-dollar pairs are $48. Some Ecru Irish Point Curtains that were eleven and thirteen dollars are maked at $8.50. Tapestry, Chenille and Derby Curtains—200 pairs of them—at $2.50, $3.50, $4.50 and $6. To get former prices add one-half.

Third floor.

Sideboards

WHEELS within wheels;—a sale within a sale. A special little sweetmeat in the middle of a feast.

We have secured fifty-three sideboards that were made to exhibit at the recent Furniture Exposition. Only one of a kind, of course, but the kinds range in price from one at $10 to one at $112.50. The saving in this case is just about one-quarter of the regular prices. Here's a little description:

At $10—Of oak; 6 ft. high, 40 in. wide, 18 in. deep; 1 large and 2 small drawers and double cupboard; fancy shaped top; cast brass handles; fancy shaped mirror plate 16x28.

At $15.50—Of oak; 5 ft. 8 in. high; 42 in. wide, 20 in. deep; 1 large and 2 small drawers; bevel plate mirror 18x30; carved top; top drawers; serpentine front.

At $23—Of quartered oak; 6 ft. 4 in. high 4 ft. wide, 23 in. deep; 1 large and 2 small drawers and double cupboard; top drawers; swell front; carved top; fancy shaped French bevel plate mirror 35x18; cast brass trimmings.

At $25.50—Of quartered oak; 5 ft. 6 in. high; fancy shaped top 48x24; serpentine front; 1 large and 2 small drawers and double cupboard; fancy shaped French bevel plate mirror 18x40; cast brass handles; highly polished finish.

At $28—Of quartered oak; 6 ft. high, 4 ft. wide, 22 in. deep; 1 large and 2 small drawers and double cupboard; carved claw feet; carved front and top; fancy shaped French bevel plate mirror 18x40; cast brass handles; highly polished finish.

At $36—Of quartered oak; 6 ft. 6 in. high, 4 ft. wide, 23 in. deep; carved claw feet; 1 large and 3 small drawers and double cupboard; fancy shaped front; 5 fancy shaped French bevel plate mirrors, one 24x24, two 8x12 and two 8x10; twisted column posts; carved top and front.

Fourth floor.

Exit Cottons
Three Items From Many

COTTON has been king for months. His reign is very nearly over. It will not be long before we shall announce his practical demise and hail his successor in the Fall woolens.

But in the meantime there is a tale to tell. Of course it's a tale of prices. To a good many of you it means a chance of immediate profit, for, however short may be the reign of Cotton in this store, there is no doubt that he will be supreme in actual wear for some time to come. To others of you, this may be an opportunity to profit by, in anticipation of coming wants,—a bit of wisdom of the Toodle school perhaps, which justifies many unnecessary purchases because "handy to have in the house," yet in this case undoubtedly sound economy.

Here are three items of evidence of our willingness to part with these goods. You must take these as representing forty other instances:

French printed Plumetis that made their bow the past Spring, at 45c.; now 12½c.
A variety of different expressions of designs in fancy Swisses, were $1.25; now 50c.
A tinted figured Swiss that sold at 90c., now 37½c.

For the rest, come in and look about you in the Cotton Dress Stuffs Store.

Fourth avenue.

Handkerchiefs—New Ones

SEVERAL thouand dozen, just off the steamer, and while new in point of time and new in point of price, are still governed by that old rule that is always the same here—*Nothing but linen, whatever the price.*

These come from Ireland,—from one of the best and biggest makers in Belfast. Note the prices and then look at the goods. That will be enough to reduce the several thousand dozen to several hundred dozen in short order.

FOR MEN

All-linen, hemstitched, laundered, at 3 for 25c.
A very fine, 1700 count, linen handkerchief, hemstitched and laundered, at 3 for 65c.

FOR WOMEN

All-linen, unlaundered, hand embroidered initial handkerchiefs, 3 for 25c.
All-linen, hemstitched and embroidered handkerchiefs, at 10c. each.
Very fine, sheer linen, embroidered and scalloped handkerchiefs, 2 for 25c.

Broadway.

New Ideas in Steamer and Golf Capes

NOT that we ever have any old ideas in such matters, but these are very fresh and pretty and novel and received only Friday.

Of course the military idea is prominent. There is one style made to imitate the cloak of a captain of infantry. Another to imitate the cape of a naval officer, with its all-important foul anchor and bars in gold bullion on the collar.

New thoughts, too, in capes of Scotch woolen,—double-faced goods. Prices, are low,—$9 to $20.

Second Floor, Broadway.

JOHN WANAMAKER
Formerly A. T. Stewart & Co., Broadway, 4th ave., 9th and 10th sts.

PREPARING FOR THE REGATTA.

Harlem Oarsmen Actively Engaged in Practice for the Middle States Contest.

That the ideal weather of yesterday was appreciated by oarsmen on the Harlem was apparent from a glance at the river, which was alive with racing and pleasure craft all day. The regular mile course from Gates's lumber dock to Central Bridge was the scene of the greatest activity, and it was over this section of the river that the crews who are in training for the Middle States regatta on Labor Day did most of their work. During the morning Secretary W. F. Boland of the Middle States Regatta Association made a tour of the boathouses along the river with a view of securing the positive and probable entries in the Middle States regatta. With the exception of one or two every club on the Harlem River will make at least two entries and some as many as seven or eight.

The Atalanta Boat Club announced four positive and four probable entries and the Metropolitan will make four entries, including a junior eight, an intermediate and junior double, and a junior single. The First Bohemian Boat Club will enter their junior eight-oared crew, which won the Valencia Boat Club's open event Saturday and a four-oared shell crew. Altogether, Secretary Boland was greatly pleased with the prospects and stated that there was little doubt that the regatta would be the largest ever held under the auspices of the Association.

The entries will close on Monday, Aug. 29, and all entries bearing the postmark of that day will be accepted.

At the Harlem Rowing Club's house there was a large delegation of members to greet the four-oared shell crew of the Institute Boat Club of Newark, which won the championship of 1897, who paid the club a visit. The crew is composed of Haller, bow; Sullivan, No. 2; Fox, No. 3; Carney, No. 4. During the afternoon the crew took a spin up the river in the Harlem's four shell and attracted much attention. This four and four other members of the Institute will comprise a senior eight-oared crew to be entered in the Middle States.

Captain J. P. Binzen of the Metropolitan Rowing Club had his junior eight on the water during the morning for an eight-mile spin. Another change has been made in the crew, a new man rowing the bow oar. The make-up is as follows: Dr. E. Monoghan, bow; J. Conlon, No. 2; W. Clark, No. 3; C. Haynes, No. 4; J. J. Ryan, No. 5; H. Reddy, No. 6; J. Chicherio, No. 7; Captain Binzen, stroke, and E. T. Clark, coxswain. The club's junior double, Reddy and Conlon, and Frank Ruddock, who will row in the junior single event, put in several hours of hard training.

The Atalantas had their eight out and a four-oared gig on the river, stroked by J. Hughes.

At the Nassau Boat Club houses there was plenty of pleasure rowing done. The four-oared barge made a twelve-mile trip up the river, manned by a crew composed of Edward Smith, bow; R. B. McCrodden, No. 2; A. La Gost, No. 3; E. S. Paret, stroke, and F. Smith, coxswain. About the only entries the Nassau will make in the Middle States is Mackey in the quarter mile dash and J. Powers in the single shell event.

The First Bohemians' senior eight-oared crew, composed of S. Rondelka, bow; J. Behensky, No. 2; F. Budry, No. 3; F. Zelenny, No. 4; A. Ladman, No. 5; T. Zaradnich, No. 6; F. Vesely, No. 7; W. Chrastal, stroke, and E. L. Kalina, coxswain, were seen on the water twice during the day. They are rowing in unusually good form and stand a good chance of carrying off the honors in the Middle States.

The Regatta Committee of the Middle States Regatta Association has not yet decided the question of adding a senior four-oared barge and a senior four-oared gig race to the Labor Day card. Several clubs in the Harlem are anxious to have the events added, as they have crews in training, but it seems hard to obtain four positive entries as yet.

John Fitzpatrick, the professional coach of the Palisade Boat Club of Yonkers, has picked the following junior eight-oared crew to represent the club on Labor Day: Peter F. O'Neil, bow, weight, 148 pounds; B. W. Gibson, No. 2, 155; E. V. W. Getty, No. 3, 150; Ed A. Fitch, No. 4, 170; John Avery, No. 5, [illegible]; George L. Thomas, No. 6, 168; Thomas L. Holstrom, No. 7, 160; Frank C. Root, stroke, 145; Horace H. Thayer, Jr., coxswain, 180.

The Harlem Rowing Club's junior eight was seen on the water rowing in fine form. The club's senior four, composed of Aman, Kemp, Mahr, and Davis, were also out.

THE CRICKET CONTEST.

New Jersey A. C. Team A Will Doubtless Keep the Lead.

The contest for the championship of New York is nearing its completion, and there is little likelihood of any material change being made in the standing of the clubs. Staten Island, by its victory over New York on Saturday, regains third place, and Manhattan is reduced to fourth. R. E. Bonner and M. R. Cobb are having an interesting struggle for the batting prize, the former having now an average of 39.50 and the latter 37.86. The club standing:

	Played.	Won.	Lost.	Drawn.	P.C.
N. J. A. C. Team A	8	6	0	2	1.000
N. J. A. C. Team B	8	3	2	3	.600
Staten Island	8	3	3	2	.500
Manhattan	9	3	4	2	.428
New York	8	2	5	1	.285
Roseville	7	1	4	2	.200

New World's Trotting Record.

SANTA ROSA, Cal., Aug. 21.—A new world's trotting record for three-year-olds was established to-day by A. G. Gurnett's gray gelding Who Is It. The previous world's record for this class was made in 1897 by Preston in 2:18¼. Who Is It yesterday made the mile in 2:12.

Aeronaut McCroy Arraigned.

George McCroy, the aeronaut who employed Mrs. Addie Christensen, who fell from a balloon on Saturday at Bergen Beach and was killed, was arraigned yesterday before Magistrate Steers in the Grant Street Police Station, Brooklyn, and was held without bail on a charge of violating Section 188 of the Penal Code, in giving a performance which endangered human life.

IRELAND SEEKS THE CUP

Charles Russell Brings Sir Thomas Lipton's Challenge for the America's Trophy.

BELFAST TO BUILD A YACHT

Bearer of the Message to Leave Quebec for New York To-day—Immediate Arrangement Expected.

QUEBEC, Aug. 21.—The Hon. Charles Russell, son of Lord Russell of Killowen, is here, the bearer of a challenge from Ireland to all yachtsmen in America for the America's Cup. Mr. Russell arrived in Quebec Friday, and is the guest of Solicitor General Charles Fitzpatrick. He will leave to-morrow for New York, where he will be the guest of Bourke Cockran. The challenge comes directly from Sir Thomas Lipton, and Mr. Russell is very confident that the details of the event will be speedily arranged. When seen to-day, he said:

"The desire to challenge for the cup is not a new idea with Sir Thomas Lipton. Twelve years ago he made the proposition to the Cork Yacht Club to challenge with an Irish yacht, but at that time there were difficulties in the way and the contest was not brought about."

"Does Sir Thomas intend to put his own yacht into the proposed contest?" Mr. Russell was asked.

"No," he said. "Sir Thomas does not own a racing yacht at the present time, but he has always taken a lively interest in yacht racing, and is a member of several clubs. In fact, he has always been interested in all forms of sport."

"What is his motive for issuing the challenge at this time?"

"Sir Thomas's view is this: England and Scotland have had repeated opportunities to compete for the trophy and have failed, but Ireland has had no chance. He thinks Ireland should no longer remain the Cinderella of the family, and in yachting at any rate, should take her proper place among the nations of the earth."

"Will the yacht be built in Ireland?"

"Yes. She will be built in Ireland and she is to be called the Shamrock. Her crew will be Irish, and she is to be built in the yards of Harland & Wolff, Belfast. The Right Hon. W. J. Pirrie, the chief partner, is taking the very keenest personal interest in the matter. His firm is the builder of the White Star liners."

"Have you heard that a certain class of the yachting men of England are opposed to this challenge?"

"Yes, I have heard such rumors. This disapproval, however, probably comes from the fact that there are no conditions attached to it by Sir Thomas to cover the difficulties which arose on former contests. I have no means of knowing if these rumors have any foundation. I can only say in that regard that Sir Thomas Lipton would always refuse to take any such course. The question of conditions has never caused us a moment's anxiety. Both Sir Thomas Lipton and myself know the gentlemen we have to meet too well to let such a matter trouble us. We know we have to deal with gentlemen and sportsmen whose only desire will be to see a fair and square fight."

"How do you happen to be Sir Thomas Lipton's representative?"

"I am his personal friend of many years' standing and have been his legal adviser since he started in business in London."

Mr. Russell will proceed at once to arrange for the contest as soon as he reaches New York, and hopes that an announcement of the event will soon be made to the world.

The latest report relative to the Valkyrie III., which was the last aspirant for America's Cup honors, is that the McCalmont-Lonsdale syndicate, which owns the craft, will fit her out as a trial horse against Sir Thomas Lipton's new cup hunter, the Shamrock. Should they do so, it would please many yachtsmen on this side of the water, who say that the Valkyrie possessed speed greatly in excess of anything she exhibited in this country. All are a unit, however, in stating that she was not in the class with the Defender at all, but would have made a close race with the Vigilant.

WOMEN ACTED AS SAILORS.

Williamsburg Yacht Club Has a "Ladies' Day" at Its House.

No band of amateur sailors ever appeared in better spirits than those of the Williamsburg Yacht Club yesterday, when they gave their annual ladies' fête at their Summer clubhouse, situated on the North Beach side of Flushing Bay. The members and friends of the Essex Yacht Club of Newark shared in the festivities. The Essex contingent brought their entire fleet of thirty boats, including two steam and two naphtha launches. Each craft was bedecked with flags and bunting.

The feature of the day was the sailing races, with from three to five women comprising part of the crew aboard each boat. For showing a desire to acquaint herself with the intricacies of handling the tiller and sheets, each woman received a pretty silver club badge from the Regatta Committee, composed of Thomas H. Ellison, Louis Rave, and James Lange.

In Class A, for cabin sloops, 31 to 35 feet, the Reliance sailed a remarkable race, winning by seventeen minutes over the Progress, her nearest rival. In Class B, for cabin sloops, 31 to 26 feet, the Sinner won from the Rosa by five minutes. Half a dozen boats hoisted sail in Class C, for cabin sloops, 20 to 26 feet. The Pastime won over the Cambria by ten minutes.

Class D was for cabin catboats, 24 to 30 feet. There were three starters. Emily B. won over Henrietta by two minutes on time allowance. Class E was for cabin catboats, 20 to 24 feet. The Frank was an easy winner. The course for all classes was triangular, sailed once around, making six miles from the clubhouse to College Point buoy.

YACHTS AND YACHTSMEN.

The special week of knockabout racing between representatives from the Seawanhaka and Philadelphia Corinthian Yacht Clubs, that begins to-day off Oyster Bay, is attracting a goodly amount of interest among amateur small boat sailors along Long Island Sound, and as valuable prizes will be awarded to the winners, the visiting yachtsmen are making elaborate preparations for carrying back to the Quaker City one or more souvenirs of their prowess in New York waters.

The visitors have sent six of their fleet. Five of them, which are already tuned up to concert pitch and ready for the fray, are The Kid, sailed by W. Borkee Henry; Fly, ex-Commodore Charles H. Brock; Grilse, Edward Toland; Spider, Parker R. Freeman, and Fair Eda, Charles M. Grant. A return match in the vicinity of Philadelphia is talked of, to be sailed next month, in which the trophies will be given by the Philadelphia club.

⁂

If matters in yachting circles in the vicinity of College Point move in concert with the wishes of the members of the Knickerbocker Yacht Club, by next season there will be a new and modern clubhouse erected on the site of the present home of the club. The new edifice is contingent upon their ability to purchase the ground they now occupy, which is leased from the Stoiber estate. The grounds are 200 by 800 square feet, and afford ample space for the storage of boats during the Winter months. A set of ways, with a capacity of accommodating a 60-foot boat, coupled with deep water, little traffic, slow tidal current, and ample protection from storms makes College Point a desirable one from a yachtsman's point of view, but with increasing membership the need of a better and larger clubhouse has been apparent for some time. The scheme to buy the property and erect a new house has met with general approval.

⁂

Commodore Theodore Sheridan, chief flag officer of the Sea Cliff Yacht Club, started yesterday for a three weeks' cruise down the sound in his sloop Madcap. Frank Sageman, John G. Hill, and Mr. Abel accompany the Commodore as his guests. It is anticipated that the party will voyage as far to the eastward as Newport and Martha's Vineyard.

⁂

Prizes were distributed on Saturday to the winning yachts in the cruise of the Penataquit Corinthian Yacht Club, which ended last week. The winner of the first prize, a handsome silver loving cup, presented by Fleet Capt. Harry M. Brewster, was Charles A. Schieren's Lorelei, and the second prize, presented by Commodore J. Adolph Mollenhauer, was awarded to Herbert S. Jewell's Squaw.

⁂

C. R. Pettigrew of Brooklyn Borough has a thirty-five foot catboat nearly completed at Bay Ridge and expects to have her in the water in less than a month. She is built strongly with oak keel and timbers, with planking of yellow pine. It is expected that she will show considerable speed, but as there is no class for catboats over thirty feet, racing length, she will probably not be raced unless a match can be arranged. She is fifteen feet beam, and draws three feet of water.

MERIDEN COMPANY
SILVERSMITHS
208 FIFTH AVENUE
MADISON SQUARE

ON THE BASEBALL FIELD.

Chicago Takes Two Games from Brooklyn—Thornton's Great Pitching.

How the Clubs Stand.

Clubs.	Won.	Lost.	P. C.
Boston	69	35	.663
Cincinnati	67	40	.626
Baltimore	62	38	.620
Cleveland	61	42	.592
New York	59	43	.578
Chicago	58	49	.542
Pittsburg	52	52	.500
Philadelphia	48	52	.480
Brooklyn	38	63	.376
Washington	38	64	.373
Louisville	39	66	.371
St. Louis	30	77	.280

Result of Games Yesterday.

Chicago, 4; Brooklyn, 3. (First game.) Chicago, 2; Brooklyn, 0. (Second game.)

Games To-day.

St. Louis at Baltimore.
Cincinnati at Boston.
Brooklyn at Chicago.
Cleveland at New York.
Louisville at Philadelphia.
Pittsburg at Washington.

CHICAGO, Aug. 21.—The locals played eighteen errorless innings to-day, taking both games from Brooklyn. The visitors hit Callahan for three earned runs in the first inning of the opening game, but were unable to touch him afterward. Thornton pitched the second game, and pitched the game of his life, shutting his opponents out without the semblance of a hit. Attendance First game, 7,000; second, 10,000.

FIRST GAME.

CHICAGO.	R	1B	PO	A	E	BROOKLYN.	R	1B	PO	A	E
Ryan, lf	1	1	2	0	0	Griffin, cf	1	1	4	1	0
Everitt, 1b	0	0	12	0	0	Jones, rf	1	1	3	1	1
Green, rf	0	3	2	0	0	Sheckard, lf	0	1	0	1	1
Dahlen, ss	1	1	4	1	0	Hallman, 2b	1	2	1	2	0
McC'k, 3b	0	0	0	5	0	Magoon, ss	0	1	3	1	0
Lange, cf	1	1	1	0	0	LaC'ce, 1b	0	1	9	0	0
Connor, 2b	0	2	3	2	0	Shindle, 3b	0	0	1	2	0
Chance, c	0	1	3	0	0	Grim, c	0	0	2	2	1
Callahan, p	1	2	0	1	0	Dunn, p	0	0	0	1	0
Total	4	11	27	9	0	Total	3	6	24	10	8

Chicago ....0 0 2 1 0 1 0 0 .—4
Brooklyn ....3 0 0 0 0 0 0 0 0—3

Earned runs—Chicago, 2; Brooklyn, 3. Left on bases—Chicago, 5; Brooklyn, 2. Two-base hits—Lange, Connor, Hallman, (2.) Three-base hit—Connor. Sacrifice hit—Sheckard. Stolen bases—Ryan, Chance, and Magoon. Double plays—McCormick, Connor, and Everitt; Everitt, unassisted. Struck out—By Callahan, 1; by Dunn, 1. Base on balls—Off Callahan, 1; Dunn, 1. Hit with ball—Chance. Umpire—Mr. O'Day. Assistant Umpire—Mr. McDonald.

SECOND GAME.

CHICAGO.	R	1B	PO	A	E	BROOKLYN.	R	1B	PO	A	E
Ryan, lf	0	1	6	0	0	Griffin, cf	0	0	1	1	0
Everitt, 1b	0	2	7	0	0	Jones, rf	0	0	1	0	0
Green, rf	0	1	2	0	0	Sheckard, lf	0	0	2	0	0
Dahlen, ss	0	0	3	2	0	Hallman, 2b	0	0	3	6	1
McC'k, 3b	1	2	0	1	0	Magoon, ss	0	0	2	4	1
Lange, cf	1	0	4	0	0	LaC'ce, 1b	0	0	10	0	0
Connor, 2b	0	2	1	2	0	Shindle, 3b	0	0	2	0	0
Donahue, c	0	1	3	0	0	Ryan, c	0	0	2	3	0
Th'ton, p	0	2	1	0	0	Kennedy, p	0	0	0	2	0
Total	2	11	27	5	0	Total	0	0	*23	16	2

*Everitt out, muffed infield fly.

Chicago ....0 0 0 2 0 0 0 0 .—2
Brooklyn ....0 0 0 0 0 0 0 0 0—0

Left on bases—Chicago, 10; Brooklyn, 2. Double plays—Dahlen, Connor, and Everitt; Magoon, Ryan, and Shindle. Struck out—By Thornton, 3. Bases on balls—Off Thornton, 2; off Kennedy, 5. Umpire—Mr. McDonald. Assistant Umpire—Mr. O'Day.

New Trainer for University.

CHICAGO, Aug. 21.—Dr. J. K. Shell of Swarthmore College, Pennsylvania, has been selected to take charge of the physical training at the University of Illinois, at Champaign. The veteran trainer will have ample opportunity to display his abilities in developing strong teams of athletes. Dr. Shell's life work in gymnastics and athletics can be plainly read in his own physical development. It is said of him that he never trained an athlete who broke down while under his care and coaching, while he invariably brought his men to the mark, each trained to do his particular distance or work without any injurious after effects.

THE ART OF STORY TELLING.

How to Tell a Story to Children—A Story Told Rather than Read Most Entertaining.

From The Boston Evening Transcript.

Not the least interesting and instructive address pertaining to child study was the entertaining lecture given by Mrs. Pauline Thomas Johnson of Nahant, a lady who is an adept at story telling for children, and who greatly delighted her audience, both old and young, by her charming recital of several stories illustrative of the art. She said that story telling was undoubtedly an art, and happy were they who possessed the art. With what admiration both old and young would listen to a good story, either told or read by one who had the power or magnetism to hold the attention from beginning to end. Yet how few there were in this modern and progressive age who had that art or power, and how many, when asked by a child to "tell a story," had to deny the request with the unsatisfactory answer: "I do not know any stories."

She asked if the story had less place in the present age than in the past? Had story telling gone out of fashion? She believed not. There were just as many children clamoring for stories to-day, and just as many older people whose happiness was increased by story telling as in days gone by. Many looked back upon their childhood days with joy as they recalled the happy story; how, when in the gloaming they gathered round the fireside and listened to tales told by loved ones, and, when the story ended—which was always too soon—how they would plead for another and another, and just one more! It should be considered a duty to give to children to-day the same delight experienced by themselves as children. There was nothing that would more quickly quiet a child or make it more contented than a story suitable to its age.

It might be asked what constituted the art of story telling? And what sort of stories should be given to children? She had found that a story told rather than read had doubled the weight and interest for the reason that the child caught inspiration from the glowing countenance, the kindling of the eye, which magnetized it. Children were always ready for a story in whatever from it was presented to them. But to be successful it must be simple. The story teller must become joyous, light-hearted, bright; mut have ready tact, enter into details and, most imporant of all, must be very familiar with the story before telling it. Some persons were very apt at making a story upon occasions from the simplest objects around. Mrs. Johnson then related how "The Pretty Sister of Don Jose" came to be written, it being the result of a spontaneous effort at story telling for the pleasure of a young girl. To be beneficial a story should embrace representative tales of all classes—narrative, imaginative, realistic, and historical. Stories were the child's first introduction into that grand world of the ideal in character and life; and the first and highest use of stories was to enable a child to form a pure and noble ideal of what man may be and do. A child who was taught only certain moral precepts, and who had no representation put before him of those truths expressed in characters and actions, rising above the common level, would lack the courage, the energy, the aspiration, and still more the humility necessary to raise his own character and life to the highest standard. Children delighted in an old story, while a fairy story had the greatest charm for them, and was one of the highest forms of literature. Then there were allegories, which were of a more spiritual form than fairy stories. These served a good purpose in religious teaching and moral training; also in training children to understand symbols, nature and the deep truths she teaches. Fables and realistic stories had great value. Of all writers of fairy stories the most successful one was undoubtedly Hans Christian Andersen, to whom the children turned again and again for pleasure and recreation.

Mrs. Johnson then told several stories in her inimitable manner, and quoted what Froebel had said relative to story telling: "Whatever the child feels in his heart, whatever lives in his soul, whatever he cannot express in his own words, he would fain have others express. Therefore ear and heart open to the genuine story teller as the blossoms open to the sun of Spring and to the vernal rain—mind breathes mind—power feels power, and absorbs it, as it were. The telling of stories refreshes the mind, as a bath refreshes the body; it gives exercise to the intellect and its powers, it tests the judgment and the feelings.

PARIS'S NEW MUSEUM.

An Artistic Gift to the City by a Communist Croesus.

From The Pall Mall Gazette.

It has, I hear, definitely been decided that the Cernuschi Museum is to be opened next October. The magnificent collection of Oriental objects of art bequeathed to the City of Paris by the late M. Henri Cernuschi is housed in the splendid mansion at the corner of the Avenue Velasques and the Parc Monceau, which the donor had specially constructed for himself, and which the City of Paris also inherits. The history of the collection is curious. M. Cernuschi, in spite of his wealth, was a very advanced Radical; indeed, he was mixed up in the Commune, and it was the shock of seeing one of his best friends executed by the Versailles troops in 1871 that gave him a disgust for Europe, and determined him to undertake a voyage around the world. He chose as his companion M. Théodore Duret, who guided him among the marvelous art treasures of China and Japan, and suggested to him the idea of forming a collection worthy of being subsequently bequeathed to France.

M. Cernuschi was not at that time a Frenchman, (he was born in Italy,) but he subsequently became naturalized. His vast fortune enabled him to purchase whatever struck him as beautiful or curious, and at the end of his peregrinations he had become possessed of from 5,000 to 6,000 objects of Japanese and Chinese art, which constitute one of the most valuable and representative collections in the world. One of the choicest pieces in it is a full-sized bronze statue of a Chinese Emperor caressing a splendid beard with one hand, and resting the other on a halberd. The figure is dressed in the imperial costume of ceremony, all the details of which are produced with the usual accuracy and skill of the Chinese artist. Another chef d'oeuvre is a colossal bronze statue of the Daibuts (the Grand Buddah) in the cross-legged posture with upraised hand. M. Cernuschi's collection was first exhibited in the Paris de l'Industrie during the exhibition of 1873. It has, however, been materially added to since then.

Ask to be Mustered Out.

WASHINGTON, Aug. 21.—The Adjutant General has received a dispatch dated from Chickamauga yesterday, and signed "Second Kentucky Infantry," stating that a petition has been forwarded, signed by nine companies of the regiment, asking to be mustered out of service.

SHIPPING AND FOREIGN MAILS.

Miniature Almanac This Day.

A. M. — P. M. — P. M.
Sun rises...5:17 | Sun sets...6:48 | Moon rises...9:00

High Water This Day.

A. M. — A. M. — A. M.
S. Hook...10:36 | Gov. Isl'd...10:48 | H. Gate...0:10
P. M. — P. M. — P. M.
S. Hook...10:51 | Gov. Isl'd...10:56 | H. Gate...12:44

Outgoing Steamships.

	Mails Close.	Vessels Sail.
TO-DAY, (MONDAY,) AUG. 22.		
Philadelphia, Havana	1:00 P. M.	3:00 P. M.
TUESDAY, AUG. 23.		
Algonquin, Charleston		3:00 P. M.
Benison, Haiti	1:00 P. M.	3:00 P. M.
El Dorado, New Orleans		3:00 P. M.
Kennett, Nassau	1:00 P. M.	3:00 P. M.
Seguranca, Santiago	10:00 A. M.	12:00 M.
Servia, Queenstown and Liverpool	6:00 A. M.	9:00 A. M.
Tartar Prince, Mediterranean ports		
Trave, Bremen	7:00 A. M.	11:00 A. M.
WEDNESDAY, AUG. 24.		
Abydos, Puerto Rico	------	3:00 P. M.
Caribbee, Ponce, Puerto Rico		3:00 P. M.
Germanic, Queenstown and Liverpool	9:00 A. M. *10:30 A. M.	12:00 M.
Kenneth, Nassau	1:00 P. M.	3:00 P. M.
Noordland, Southampton and Antwerp	10:30 A. M.	12:00 M.
Portia, Newfoundland	12:00 M.	2:00 P. M.
Zarawaddy, Grenada	12:00 M.	2:00 P. M.
THURSDAY, AUG. 25.		
Alliance, Colon	12:00 M.	2:00 P. M.
Audanhu, Jamaica	1:00 P. M.	3:00 P. M.
Capri, Pernambuco	11:00 A. M.	1:00 P. M.
Fuerst Bismarck, Hamburg	6:00 A. M.	9:00 A. M.
Hildebrand, Para	1:00 P. M.	3:00 P. M.
H. H. Meier, Southampton and Bremen		12:00 M.
Orinoco, Bermuda		3:00 P. M.
FRIDAY, AUG. 26.		
Carib, Charleston		3:00 P. M.
State of Texas, Brunswick		3:00 P. M.
SATURDAY, AUG. 27.		
Alleghany, Kingston	....	....
Boadicea, London		
Idaho, Hull		
La Gascogne, Havre	6:30 A. M.	10:00 A. M.
Lampasas, Galveston		3:00 P. M.
Patria, Hamburg		1:00 P. M.
Rotterdam, Rotterdam	8:00 A. M.	10:00 A. M.
Umbria, Queenstown and Liverpool	6:30 A. M.	10:00 A. M.

*SUPPLEMENTARY MAILS.—Additional supplementary mails are opened on the piers of the American, English, French, and German steamers and remain open until within ten minutes of the hour of sailing.

TRANSPACIFIC MAILS.

Mails for China, Japan, and Hawaii, per steamship Belgic, (from San Francisco,) close here daily up to Aug. 28 at 6:30 P. M. Mails for the Society Islands, per ship Galilee, (from San Francisco,) close here daily up to Aug. 25 at 6:30 P. M. Mails for Australia, (except those for West Australia, which are forwarded via Europe,) New Zealand, Hawaii, Fiji, and Samoan Islands, per steamship Moana, (from San Francisco,) close here daily up to Sept. 3 at 7 A. M., 11 A. M., and 6:30 P. M., (or on arrival at New York of steamship Etruria with British mails for Australia.) Mails for China and Japan, per steamship Olympia, (from Tacoma,) close here daily up to Sept. 8 at 6:30 P. M. Transpacific mails are forwarded to port of sailing daily and the schedule of closing is arranged on the presumption of their uninterrupted overland transit. ‡Registered mails closes at 6 P. M. previous day.

Incoming Steamships.

TO-DAY, (MONDAY,) AUG. 22.

Algoa, Shields, Aug. 9.
Alliance, Colon, Aug. 15.
America, London, Aug. 10.
El Dorado, New Orleans, Aug. 16.
Leander, Hamburg, Aug. 6.
Menantic, Swansea, Aug. 10.
Nacoochee, Savannah, Aug. 18.
Russian Prince, Antwerp, Aug. 5.
Vera, Gibraltar, Aug. 7.

TUESDAY, AUG. 23.

Lucerna, Hull, Aug. 10.
Werra, Gibraltar, Aug. 15.

WEDNESDAY, AUG. 24.

Friedrich der Grosse, Bremen, Aug. 13.
Teutonic, Liverpool, Aug. 17.

THURSDAY, AUG. 25.

Boston City, Swansea, Aug. 11.
Etona, St. Lucia, Aug. 18.
Excelsior, New Orleans, Aug. 20.
Gilurnium, Shields, Aug. 11.
Saale, Bremen, Aug. 16.

FRIDAY, AUG. 26.

Croft, Dundee, Aug. 18.
Lucania, Liverpool, Aug. 20.

SATURDAY, AUG. 27.

Bulgaria, Hamburg, Aug. 13.
La Touraine, Havre, Aug. 20.
Nardkyn, Hamburg, Aug. 13.

Arrived—Sunday, Aug. 21.

SS Rosse, (Br.,) Braithwaite, Santos, &c., July 29, with mdse. to Busk & Jevons. Arrived at the Bar at 7:15 A. M.

SS Orinoco, (Br.,) Fraser, Bermuda Aug. 18, with mdse. and passengers to A. E. Outerbridge & Co. Arrived at the Bar at 1:30 A. M.

SS Bluefields, Catharine, Norfolk, with mdse. to Old Dominion Steamship Co.

SS Ellerie, (Br.,) Nixon, Marseilles Aug. 2, in ballast to Barbour & Co. Arrived at the Bar at 11 P. M. 20th.

SS Jamestown, Boaz, Norfolk, with mdse. and passengers to the Old Dominion Steamship Co.

SS Bellarden, (Br.,) Davidson, Santos, &c., July 21, with mdse. to Busk & Jevons. Arrived at the Bar at 11:30 A. M.

SS Cymric, (Br.,) Lindsay, Liverpool Aug. 12 and Queenstown 13th, with mdse. and passengers to the White Star Line. Arrived at the Bar at 3:07 A. M.

SS [illegible], (Br.,) [illegible], London Aug. 11, with mdse. and passengers to the New York Shipping Co. Arrived at the Bar at 2:20 P. M.

SS Neustria, (Fr.,) Briand, Marseilles, &c., July 30, with mdse. and passengers to James W. Elwell & Co. Arrived at the Bar at 8:30 P. M.

SS Rotterdam, (Dutch,) Vandersee, Rotterdam Aug. 11 and Boulogne 12th, with mdse. and passengers to the Holland-America Line. Arrived at the Bar at 12:45 A. M.

SS Acanthus, (Br.,) Worrall, Shields Aug. 4, in ballast to J. C. Seager. Arrived at the Bar at midnight 20th.

SS La Gascogne, (Fr.,) Baudelon, Havre Aug. 13, with mdse. and passengers to Compagnie Generale Transatlantique. Arrived at the Bar at 5:25 A. M.

SS Eldorado, Baker, New Orleans 5 ds., with mdse. to J. T. Van Sickle.

SS Nacoochee, Smith, Savannah Aug. 19, with mdse. and passengers to Ocean Steamship Co.

U. S. transport Matteawan, Lewis, Montauk Point Aug. 20, to U. S. Q. M. Dept.

SS Old Dominion, Tapley, Norfolk, with mdse. and passengers to Old Dominion Steamship Co.

SS Alliance, Skilling, Colon Aug. 15, with mdse. and passengers to Panama Railroad and Steamship Co. Arrived at the Bar at 6:45 P. M.

Sailed.

SS Dona Maria, (Port.,) for Lisbon, &c.
SS La Flandre, (Dutch,) for Antwerp.
SS Washington, (Ger.,) for Flushing for orders.
U. S. SS St. Paul, for —.
U. S. SS Panther for —.
SS Maria, (Ital.,) for Anjer.

Spoken.

SS America, from London for New York, was spoken Aug. 15 in lat. 49.44, lon. 28.42.

Bark Belmont, (Br.,) from Bordeaux to New York, was spoken Aug. 18 in lat. 44.38, lon. 54.10.

Notice to Mariners.

MOBILE BAY—MIDDLE GROUND BEACON LIGHT—ALABAMA.

Notice is hereby given by the Lighthouse Board that on or about Aug. 29, 1898, a fixed white lens lantern light will be established on the structure recently erected in 24 feet of water, on a line with the established Mobile Ship Channel lights, near the western end of the Middle Ground Shoal Spit, Mobile Bay. The focal plane of the light will be 34 feet above mean high water. The light will be exhibited from a red, square, four-pile structure with platform supporting column from which lantern will be suspended, and a lantern house with "Middle Ground" in white letters 8 inches high on north, south, and west sides. In passing, the light should be left about 60 feet on the starboard hand. The approximate geographical position of the structure, as taken from Charts 188 and 189 of the United States Coast and Geodetic Survey, is: Latitude, North, 30° 15' (10"); Longitude, West, 88° 02' (12"). Bearings of prominent objects from the structure are: Beacon No. 2, N. ½ E., 2¼ miles; Mobile Point Lighthouse, S. S. E. ⅝ E., 1⅛ miles; Fort Gaines, W. by S., 2 miles. Bearings are magnetic and given approximately; miles are nautical miles.

This notice affects the "List of Lights and Fog Signals, Atlantic and Gulf Coasts, 1897," Page 152, after No. 887, and the "List of Beacons and Buoys, Eighth Lighthouse District, 1898," Page 8.

Miscellaneous.

SS Boadicea, which arr. yesterday morning from London, on Aug. 19, in lat. 43.20, long. 58.28, passed a waterlogged ship's lifeboat apparently belonging to French Line SS La Bourgogne, with "No. 2 Capt. Darmes" on her quarter, the tholepins were shipped, and also some tackle in the stern.

James Corbett, a coal passer on the SS Eldorado, which arr. yesterday from New Orleans, died of delirium tremens and was buried at sea.

BODO, Norway, Aug. 21.—SS Harlyn, (Br.,) Capt. Taft, is aground here. Her rudder stock is bent and propeller frame broken, and the vessel is leaking. The cargo is being discharged.

BLANKENESE, Prussia, Aug. 21.—SS Knight Errant, (Br.,) Capt. Williams, which arr. at Hamburg on the 19th from New York, is aground here.

DUNKIRK, France, Aug. 21.—SS Lorle, (Br.,) Capt. Grahl, which arr. here on Aug. 7 from Quebec, stranded to-day in a fog off West Dunkirk. The crew was rescued.

ROTTERDAM, Aug. 21.—SS Tampico, (Br.,) Capt. Wallace, from Baltimore Aug. 5 for this port, is aground off Maassluis, ten miles west of here, on the New Maass. The cargo is being discharged.

ALDEBURGH, Eng., Aug. 21.—Bark Nimbus, (Nor.,) Capt. Nielsen, bound for Sundsvall, Sweden, was sunk off here to-day in a collision with an unknown steamer. No lives were lost. The Nimbus arr. at London on July 25 from Tadousac, Quebec. She was a vessel of 1,139 tons, was built at Blomidon, N. S., in 1878, for H. C. A. Michelsen, and hailed from Sandefjord, Norway.

By Cable.

LONDON, Aug. 21.—SS Panama, (Fr.,) Capt. Curel, from New York for Bordeaux, arr. at Pauillac to-day.

SS La Bretagne, (Fr.,) Capt. Rupe, from New York, arr. at Havre at 5 P. M. to-day.

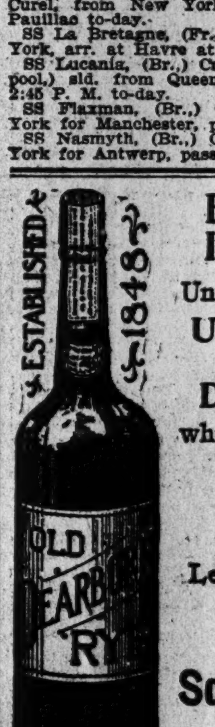
SS Lucania, (Br.,) Capt. McKay, (from Liverpool,) sld. from Queenstown for New York at 2:45 P. M. to-day.

SS Flaxman, (Br.,) Capt. Brown, from New York for Manchester, passed Kinsale to-day.

SS Nasmyth, (Br.,) Capt. Graham, from New York for Antwerp, passed Prawle Point to-day.

You are invited to inspect the new Fall shapes of
KNOX NEW YORK
Knox Hats.
They have the usual perfection in lines, superiority of material and workmanship, and are the standards of fashion. The proper finish to correct attire.
Ready Wednesday, August 24th.
"Patronize American Industries."
For Sale at the Retail Stores:
212 BROADWAY, Cor. Fulton St.;
194 FIFTH AVE., (5th Ave. Hotel);
340 FULTON ST., BROOKLYN;
191 STATE ST., CHICAGO.
And by the representative hatters in every city in the United States.
NONE GENUINE WITHOUT THE TRADE-MARK.

"CAMMEYER"
Stamped on a Shoe Means Standard of Merit.
Sixth Ave., cor. 20th St.



BOTTLED IN BOND
Under supervision of
U. S. Internal Revenue Department,
which guarantees its Age, Purity, and Strength.
For sale by all Leading Dealers.
W. P. Squibb & Co.
Distillers,
Lawrenceburgh,
O.D.R. Dearborn County, Ind.
FOR SALE IN NEW YORK BY
W. F. Morris, Grocer, 161 W. 125th St.
L. J. Callanan, Grocer, 41 and 43 Vesey St.
J. Milhau's Son, Druggist, 183 Broadway.
Schwartz Bros., Liquors, 148 E. 42d St.
Wm. B. Riker & Son Co., Drugs, 6th Av. & 23d St.
FOR SALE IN BROOKLYN BY
C. A. Mettler's Sons, Grocers, 88 & 90 Henry St.
The Bolton Drug Co.
J. H. Muller, Grocer, Nostrand Av., cor. Bergen.

REED & BARTON,
SILVERSMITHS,
Broadway & 17th St., N. Y.
8 Maiden Lane, N. Y.

JOINT HIGH COMMISSION

Delegates of America and Great Britain to Meet in Quebec This Week.

IMPORTANT QUESTIONS OPEN

Matters of Disagreement Between the United States and Canada to be Satisfactorily Adjusted.

QUEBEC, Aug. 21.—The first session of the United States and Great Britain Joint High Commission will be held in the Parliament Building, this city, Tuesday afternoon. A majority of the Commissioners are now here, but they do not expect to do more than take a general survey of the work and appoint sub-committees at the first two sessions. The meetings of the commission will not be open to the public.

It is a ponderous and perplexing task given the Commissioners to perform. Their work is that of adjustment and readjustment of all the most important questions which have been in controversy between the United States and Canada for the past half century. The commission is composed of six members from the United States, four from Canada, one from England, and one from Newfoundland.

The United States Commissioners are United States Senator Charles W. Fairbanks of Indiana, Chairman; United States Senator George Gray of Delaware, Congressman Nelson Dingley of Maine, Gen. John W. Foster, former Secretary of State and ex-Minister to Spain, Russia, and Mexico; John A. Kasson of Iowa, former Minister to Germany and Austria, and T. Jefferson Coolidge of Massachusetts, former Minister to France.

The Canadian representatives are Sir Wilfrid Laurier, Sir R. J. Cartwright, Sir Louis Davies, and John Charlton, M. P.; Lord Herschell is the representative from England and Chairman of the British and Canadian delegation, and the Hon. Sir James T. Winter, Premier of Newfoundland, represents the Newfoundland interests.

Questions for Consideration.

The principal questions submitted for the consideration of the commission are the following:

1. The questions in respect to the fur seals in Bering Sea and the waters of the North Pacific Ocean.
2. Provisions in respect to the fisheries off the Atlantic and Pacific Coasts and in the waters of their common frontiers.
3. Provisions for the delimitation and establishment of the Alaska-Canadian boundary by legal and scientific experts, if the commission shall so decide, or otherwise.
4. Provisions for the transit of merchandise in transportation to or from either country, across intermediate territory of the other, whether by land or water, including natural and artificial waterways and intermediate transit by sea.
5. Provisions relating to the transit of merchandise from one country to be delivered at points in the other beyond the frontier.
6. The question of the alien labor laws, applicable to the subjects or citizens of the United States and of Canada.
7. Mining rights of the citizens or subjects of each country within the territory of the other.
8. Such readjustment and concessions as may be deemed mutually advantageous, of customs duties applicable in each country to the products of the soil or industry of the other, upon the basis of reciprocal equivalents.
9. A revision of the agreement of 1817 respecting naval vessels on the lakes.
10. Arrangements for the more complete definition and marking of any part of the frontier line, by land or water, where the same is now so insufficiently defined or marked as to be liable to dispute.
11. Provisions for the conveyance for trial or punishment of persons in the lawful custody of the officers of one country through the territory of the other.
12. Reciprocity in wrecking and salvage rights.

Arguments Before the Commission.

Other questions concerning the United States and Canada may be brought before the commission as the work goes forward. Already many representatives from the various interests to be considered by the commission are here and eager to present their views. It will be impossible, however, to give general hearings to all who may desire to be heard. Chairman Fairbanks stated to-day that where a large number of men desired to be heard upon any one question, they would probably be asked to select one from their number to present their arguments to the commission. All briefs and communications concerning the work of the commission should be addressed to Chandler P. Anderson, the commission's Secretary, who is now in Quebec.

That the work is to be very important and very difficult is indicated in the fact that the commission is to take up those very questions which the United States and Canada have not been able to settle in the past decade. But now, in the opinion of Senator Fairbanks, on the part of England and Canada there seems to be a disposition to have all these questions satisfactorily adjusted.

"And so far as we are concerned," said Senator Fairbanks, "we shall meet them half way."

"What disposition will finally be made of the results of the commission's work?" he was asked.

"Our findings," he said, "will be submitted in the form of a treaty for the approval of the Senate of the United States and of Great Britain."

It is impossible to state how long the commission probably will sit. The United States and Canadian members have brought with them an extensive equipment of books, documents, and maps. Many of the maps will be brought into use in considering the Alaskan boundaries, which, except, possibly, the sealing and commercial matters, will be the most difficult question before the commission.

ST. JOHN'S, N. F., Aug. 21.—Sir James Winter, Premier of Newfoundland, left to-night for North Sydney en route to Quebec to attend the international conference there next week. Premier Winter will arrive in Quebec at noon Wednesday, and he has arranged with Sir Wilfrid Laurier, the Dominion Premier, that nothing positive shall be done until his arrival.

VANDERBILTS' PACIFIC LINE.

Preparing to Complete a Road from Salt Lake City to Los Angeles.

LOS ANGELES, Cal., Aug. 21.—According to statements of well informed men in railroad circles the Vanderbilts are preparing to complete a line from Salt Lake City to Los Angeles. It is expected that work will be commenced soon.

A contract has already been let for the extension of the Oregon Short Line south through Utah and Nevada via Pioche, bringing the end of the line within 200 miles of the terminus of the line running north from the Santa Fé, west of Needles, and through the rich mining districts of Vanderbilt in California. The Vanderbilts have practical control of the Oregon Short Line, and also have an interest in Southern California.

WHY THESE SOLDIERS FLED.

Intoxicated, They Entered a Police Station and Asked for Beer.

Two soldiers in uniform, apparently somewhat under the influence of liquor, stumbled into the West Thirtieth Street Police Station last night. They walked to the desk and one said:

"What'll you have?"

"Segar," the second said. And the first, looking at the Sergeant, ordered:

"One good cigar, and one large, large beer."

Sergt. Conboy stopped long enough in his work of ruling red lines in the blotter to remark: "Do you know this is a police station?"

The soldiers looked at one another. "We're pinched," said one. Then they darted out the station door.

Cattle and Goats for Cuba.

FORT WORTH, Texas, Aug. 21.—Already exports from Texas to Cuba have begun. The Santa Fé has transported from Red Rock to Galveston 400 head of cattle and 1,000 head of goats, which are destined for Santiago, where they will be offered on the market.

ROUGH RIDERS GENTLEMEN.

The Rev. H. W. Brown, in Grace Church, Warmly Praises the Regiment of Which He Is Chaplain.

Chaplain Henry W. Brown of the Rough Riders, now camped at Montauk Point, preached last evening in Grace Church. On Thursday last, attired in an infantryman's blouse, a mud-stained pair of trousers, and an old gray shirt, Chaplain Brown wandered into Grace Church. It was his first visit to New York, and he wished to visit the church. His identity was soon learned with the result that he was invited to preach last evening.

After the sermon he told some of his experiences with the Rough Riders.

"I enlisted," he said, "on May 20, at San Antonio, coming in response to a telegram from Col. Roosevelt from Prescott, where I resided with my wife, and where I am rector of the Church of the Advent. I think there is a wrong impression of the Rough Riders abroad.

"Some seem to think we are tough riders as well as rough riders. In the early days of the recruiting of the regiment, dressed as a private, I had occasion to go among the men at their camp fires, and I never heard a vulgar story, nor have I seen actions not becoming a gentleman and a soldier.

"I think the Rough Riders are more respectful toward religion than any other regiment, and I have had as many as 600 attend religious services at one time. Their singing and active participation in the services have been remarked by many. When Sergt. Hamilton Fish was buried I said: 'Let us pray,' and without another word of direction every man uncovered and knelt, responding to the prayers.

"At the funeral of Sergt. Fish I had no vestments, and read the service in a gray shirt and overalls. Afterward I found my surplice. Altogether, I officiated at some forty funerals of men of all regiments. I did not always try to wear the surplice, as soldiers do not insist on the fringes of religion.

"At the battle of El Caney I got lost from my regiment. On July 1 and 2 before Santiago there was constant fighting, and after the fighting there were no rations. Luckily some of the men 'found' some mules, and the Colonel and other officers subscribed a fund, and sent me back to buy what I could."

Chaplain Brown spoke highly of the courage and energy of Col. Roosevelt. He is every inch a fighter, the Chaplain said, and was always in the thickest of it. The men were very kindly treated by their officers, who many times subscribed to buy articles to add to the comfort of the men. The men who had money also bought and passed around many things that added to the comfort of all.

EVACUATING CAMP THOMAS.

Gen. Roe's Brigade Starts for Knoxville—Others to Go as Soon as Trains Are Ready.

CHICKAMAUGA, Ga., Aug. 21.—The movment of troops from Camp Thomas was begun this afternoon, when immediately following the departure of Brig. Gen. Sanger and his headquarters, the First Georgia and the Thirty-first Michigan, comprising the First Brigade, Second Division, First Corps, commanded by Gen. Roe, were ordered out.

These regiments marched to Rossville, a distance of six miles, this afternoon and loaded there, leaving late to-night for Knoxville, the camping place selected for them by Major Gen. McKee, commanding the Second Division. The car accommodations of these two regiments consisted of 88 coaches, 18 stock cars, 32 flat cars, and 18 box cars, all of which were promptly furnished upon application to Acting Quartermaster Col. Wheeler.

The Twelfth Minnesota and the Fifth Pennsylvania, composing the First Brigade, Third Division, of the First Corps, received orders to-day to leave to-morrow for Lexington, Ky. They will march to Rossville under command of Brig. Gen. Wiley, and will begin loading at noon. Other brigades of the Second and Third Divisions of the First Corps will leave Camp Thomas as rapidly as the trains can be provided for them.

The ambulance company for the Third Division will load at Rossville to-morrow morning early, and leave immediately thereafter for Lexington. It now looks as though a portion at least of the Third Corps is to be broken up. Three regiments of this corps have already been ordered to their respective home States.

The Second Nebraska, the last of these three to receive moving orders, was ordered by the War Department this evening to proceed to Omaha. All the sick soldiers of the regiments who are leaving and who are not able to go home alone will be left in the hospitals at Camp Thomas. Hundreds of convalescents are leaving for home on furloughs.

TWO YOUTHFUL BURGLARS.

They Started Their Career of Crime by "Cracking" a Cash Register.

The budding career of two youthful housebreakers came to a sudden stop last night, and Patrolman Gartland has the credit of capturing one would-be Turpin of ten and a diminutive desperado aged nine, both of whom were outfitted in real burglars' tools, including skeleton keys, files, and a "jimmy" which is almost as big as the younger of the boys.

The hour was almost midnight. The policeman was passing Reynolds's bakery at Grand Street and Wythe Avenue, when he saw what he thought to be two men at work on the safe. Gartland reveled in visions of a fine capture. He drew his revolver and stealthily tried the front door. It yielded; the lock had been picked. No sooner had he entered the store than he was almost paralyzed to see a brace of small boys at work on the cash register.

"Now I've got you!" he suddenly shouted. The effect was electrical. The boys dropped their files and set up a howl. They were too frightened to run, and presently the policeman with fierce looks led two very submissive and tearful youngsters to the station house. One was Aleck Wascovitz of 94 North First Street, and his companion in crime, Johnny McGovern, who lives close by. Later they were taken to the Gerry Society. They did not want to be burglars any more, they tearfully explained.

FATAL STABBING BY MAFIA.

Frank Trauso Is Dying and Refuses to Give the Names of His Assailants.

Frank Trauso is dying in St. Catharine's Hospital, Brooklyn, and probably no one besides his assailants, who are free, will ever know how the man came to his death. He is thought to be a victim of the Mafia, and nothing could induce him to unseal his lips. Two or three deep gashes in the back and six about the head, face, and neck were dealt in the dark. He saw the men come upon him, felt the steel pierce his flesh, and then sank down bleeding from his wounds.

The police found his body in front of 26 Frost Street and took him to the hospital. He was conscious, but would not talk. Soon he became too weak from loss of blood to speak, even if it had been his choice to do so. He is twenty-five years old, and lives at 25 Withers Street.

The place where the assault took place was the scene of a similar tragedy on July 4 some three years ago. A Mrs. Taetow was killed on the same spot, and the police never found any clue to the murderers. The woman was declared to be a victim of the Mafia, whose members are believed by the police to have committed both crimes. There is a popular belief that they have marked this spot for murder and everybody shuns it. The police went among the Italians of the neighborhood to find out who had killed Trauso, but they were as close mouthed as the dying man himself.

England Fortifying Esquimault.

VANCOUVER, B. C., Aug. 21.—England is preparing to make Esquimault the Gibraltar of the Pacific. The Government will take possession of all private property contained within the town of Esquimault in order to complete the equipment of the naval station. The plan contemplates the equipment of a repair and supply station second to none in the empire. The present dock is a stone structure, costing $800,000. This will be enlarged to accommodate the largest ships in the British Navy. On Signal Hill, 300 feet above the water, will be mounted the heaviest modern cannon.

DR. PATTON ON FAITH

Princeton's President Preaches in the Clinton Avenue Congregational Church.

REASONS FOR BELIEVING

The Woman Who Touched the Hem of His Garment Was Too Simple in Faith—Deprecated Her Ignorance.

The Rev. Dr. Francis L. Patton, President of Princeton University, preached last evening in the Clinton Avenue Congregational Church, Clinton and Lafayette Avenues, Brooklyn, from Matthew, ix., 20: "She touched the hem of his garment." The sermon was on the subject of faith. He said, in part:

"Great faith is compatible with great ignorance. This woman seemed to think that there must be some sort of actual relationship established between her and the Saviour. She said, 'It isn't necessary for me to do much. If I just touch the hem of his garment it will be enough.' Poor soul, if she had only known as much theology as we know now-a-days she would have known that she would have been just as much saved without touching it. She might have shown that faith in some other way. She might have said, 'If I just trust Him I will be saved.'

"I would not like to be misunderstood. I would not like to have the impression produced that a confession of faith is about the same as a profession of ignorance, and that therefore the real religious man is a man who doesn't know much but believes a great deal. That I don't believe. Religion is just as rational as anything else. If it isn't rational, we don't want it. Men get together, one speaking for religion and one for science, and try to draft a treaty of peace on both sides. The man of science says: 'You give us this land and we will give you that. You quitclaim to us this little strip of territory we call knowledge, and by way of consideration we will quitclaim to you the whole territory of 'Don't Know.'

"We simply decline, because we deny in toto the idea that science is something you know about and religion is something you don't know about. When a man says he believes something, it means that he is willing to risk something in support of that statement. When you say 'I believe this,' you just mean, 'I feel pretty sure about it.' Now, why do we feel pretty sure about religion?

"There are three reasons for feeling sure about anything—law, science, philosophy, religion, or anything else. One good reason is that you were born so. You can't help yourself. That is part of the capital with which we set up in the business of thinking. Second, there are some things we feel sure about because they are the inevitable result of certain other propositions to which we have already given assent. If so-and-so is so, then so-and-so is also so.

"Third, because you are told so. Some one who is in possession of the facts communicates them. Of course there is a suppressed premise there. You have to qualify this general proposition that men tell the truth by admitting that sometimes they do not, but isn't this confidence in men that we have, that we can give credence to what people generally tell us, due to the fact that men ordinarily tell the truth? Isn't that a fair working hypothesis?

"It doesn't make any difference whether the subject you talk about is political economy or political science or international law or the Shorter Catechism. If I'm going to be sure in respect to any proposition it must be because of one of these three reasons, or all three of them together. So that I don't ask any odds of anybody who is talking on the subject of religioin to me. If religion is worth having, it is worth having a good reason for.

"Some people talk about faith as though they thought that the value of the faith consisted not in your having it, but in the way you get it. They reason about it as they do about a child learning arithmetic. A child comes to a hard sum, and he gets the right answer by mistake, and you say, 'My child, that doesn't do a bit of good. The value of this is not in getting the right answer, but in getting the right answer by the right process.' Some people talk about faith the same way, and reason as though it was of very little consequence whether we have faith, but of much consequence how we got it. There are a great many people who have the right kind of faith, but can't give a good reason for it."

FOREIGN PENSION CLAIMANTS.

No Distinction Hereafter Between Them and Local Residents.

WASHINGTON, Aug. 21.—Assistant Secretary Davis of the Interior Department has laid down an important ruling relating to claimants for pensions residing in foreign countries.

In view of the fact that Congress has, by special legislation, provided means for executing declarations by claimants residing abroad, and for their medical examination, it has been decided that there shall be no distinction between claims filed by those who reside in this country and those who reside in foreign countries.

This ruling has been approved by Secretary Bliss.

RUSSIA'S FIGHTING COLONY.

The Government Inducing Young Soldiers to Go to China.

LONDON, Aug. 22.—The Odessa correspondent of The Daily Mail says:

"The Government is providing thousands of Moujiks, who have completed their three years' military service, with inducements of free passage, an outfit such as horses, cows, oxen, and implements, and a loan repayable on easy installments, to emigrate to China and form colonies, thus forming a splendid available fighting contingent if necessary."

Death of Mrs. Mabel Stuart Zucchi.

Mrs. Mabel Stuart Zucchi died at Venice, Italy, Aug. 6. She was the wife of Dr. Angelo Zucchi, a physician well known among the Italian residents of this city, and the daughter of John T. Stuart, a Southerner. Mrs. Zucchi was born in this city twenty-six years ago. She early became interested in the Italian Home, in Second Avenue, and in her work there met Dr. Zucchi, whom she married about four years ago. Since their marriage they had spent much time abroad, but their home here was with Mrs. H. N. Alexander, Mrs. Zucchi's grandmother, who lives at 29 East Twenty-fourth Street.

In April she went to visit her husband's relatives in Italy, being joined by him shortly before her death. She was a member of the Church of the Transfiguration. Besides her husband and three children she leaves an only brother, Corporal Montrose Stuart, Company I, Twenty-second Regiment, now stationed at Fort Slocum.

Bathers Allege Robbery.

Joseph P. Patty of 121 East Twenty-eighth Street, Manhattan, reported to the police of Richmond Borough last night that he had been robbed. Patty said he and his wife, in company with a friend, visited Midland Beach. They concluded to take a swim and went into a hotel, where they put their jewelry in a tin box. It was securely locked and the key was taken to one of their closets and hung up. When they returned some time later they were surprised to find that the key was missing. They went to the hotel and learned that somebody with the key had called and opened the box, taking the contents. Patty says the box contained two gold watches, a diamond ring, and a diamond pin, in all valued at $500.

Policeman Accidentally Shot.

Patrolman Joseph Bach of the Fifteenth Precinct, who was among the number of policemen detailed to duty on Staten Island yesterday accidentally shot Michael Crowley, another policeman. Bach, in company with other New York officers, was walking down the bridge leading to the boat at St. George when he dropped his revolver. The weapon was discharged, the bullet hitting Crowley in the instep. The wounded man was taken to the Smith Infirmary at New Brighton.

Break in Canal Bank Stops Traffic.

AMSTERDAM, N. Y., Aug. 21.—A break occurred to-day in the Erie Canal at the Two Mile Level, near Fort Hunter. Fifty feet of the tow path washed out, and navigation has been suspended until the break is repaired. Superintendent Snell and a large force of workmen are at work repairing the break.

FROM THE SPIRIT LAND.

Searchers After Strange Truths Commune in Picturesque Lily Dale—Theosophy and Spiritualism.

T. O. Hays in The Philadelphia Times.

Cassadaga Camp, Lily Dale, Aug. 20.

My Dear Earth Friends: I'm in spirit land, and a right good land I find it! This is my first attempt to reach you from this side—perhaps because of the overwhelming surprises that have met me on every hand.

One source of bewilderment is that I have met so many whom—after they had left their favorite spirits on earth—I had never expected to come in contact with again, but here they are apparently enjoying the refreshing draughts from the springs of knowledge equally as well as they did their Van Hausen and Schlitz on the earth plane. Conditions have not always been such that I could communicate with you satisfactorily, but now that I have made the start I find it comparatively easy. Many friends are here who send greeting and would gladly be heard.

Now comes one, etherial in form but giant in intellect, and she says: "Call me Meg, they'll know me by that, and when you say I've given up flirting and am slowly evolving out of the condition into which that wicked earthly pastime had precipitated me and have arrived at a stage where my only control is Armstrongjam-Ison, a mighty medicine man, they will undertand and be glad to know I am advancing rapidly along the lines of life and love."

So many of the friends are clamoring to be heard that the forces grow strong, and the desire to communicate becomes intense. Here a jolly, whole-souled spirit puts in a plea to be heard—Prof. J. Frank Bacon of Philadelphia, when on the physical plane. He says: "Tell them it's 'Father McGee' and they'll recognize me; I made music for them on earth, and am still at the old business, but not exactly as I'd expected—am not restricted to harps alone, but find the possibilities in music, as in all else elevating, to be infinite in spirit life."

For some unaccountable reason the forces are weakening, friends, and leaving me with the regulation ague fit, my control departs. * * * Yes, think of it, you, my orthodox brethren, and ostrasize me if you will, relegate me to the place of spirits deposed if you must, for I'm frank to confess that two more delightful weeks I never enjoyed than the past fortnight spent in that so-called "hotbed of Spiritualism," Cassadaga Camp, Lily Dale, N. Y.

Personnel of the Cult.

From an intellectual standpoint, the list of teachers of their cult could not have been improved upon by the association, embracing, as it does, the names of Lyman C. Howe, Fredonia; the Rev. W. W. Hicks, New York; Judge Richmond, Meadville; J. Clegg Wright, Prof. W. M. Lockwood, Prof. H. D. Barrett, Mrs. Cora L. V. Richmond of Washington, D. C.; the Rev. E. L. Rexford, Columbus, Ohio; Mrs. Carrie E. S. Twing, and many other intellectual giants of equal celebrity who daily lecture upon such subjects as "The Kingdom of God Within You," "Evolution of Religion," "Crime, Its Causes, and Their Cure," "The Ethical and Spiritual Aspects of Theosophy," &c., none of which can be heard without the hearer receiving some new spiritual or scientific truth worth remerbering.

As a natural consequence the counterfeit may be found in the camp, and fakirs are here to prey upon the unsophisticated and credulous, but the fact is used as an argument to prove the existence of the genuine, and the true Spiritualists are not disconcerted thereby, although deprecating the evil. Among the most noted instructors are Señor and Mme. d'Ovies.

Julian Segundo d'Ovies is delegate to America of the Order of Bhagarat Gita, better known as the Order of Eighty, the most ancient order of occult adepts in the world; is Supreme Master of the order, Cairo, Egypt. It teaches practical psychology, purity, temperance in all things, love for humanity, and sincerity, to know ourselves that we may attain the perfect manhood and womanhood, and approach nearer the cosmic light, of which we are but sparks; to develop the divinity within us, that we may heal the sick and comfort the sorrowing, even as did the Great Phychic, Jesus of Nazareth.

By mediation and concentration we see visions and receive impressions that one may be divinely inspired and guided in all things by wisdom. The Spanish Mahatma, d'Ovies, teaches mediation, concentration, psychometry, magnetism, and healing art, character reading, hypnotism, clairvoyance, science of breathing, science of eating, and every other branch of occult philosophy. A scrap of his personal history reads like romance.

Señor d'Ovies's father was a Colonel on Don Carlos's staff and the third Carlist in family line to take up arms. While at college at Santander, one day at table, a discussion regarding Carlists and royalists arose. Señor d'Ovies, naturally in sympathy with his father, in the heat of argument smashed a plate over the head of a royalist, ran away from school, and joined his father, who did not believe it was his son demanding to see him, and he had difficulty in gaining an audience, as he was but seventeen years of age. Later, he saw his father's head blown off by a cannonball. He served three and a half years, and had the distinguished honor of being made Captain on his nineteenth birthday.

A beardless youth, with cheeks like a girl, keen sympathies, and tender heart, he was ordered to give command to fire upon twenty-three prisoners, which he tried to avoid, but was told the only escape was to take his place with the fated twenty-three. With an innate horror of war and its inevitable desolation, still this Spanish humanitarian was not behind the bushes, as wounds bear testimony, one being a serious sabre thrust behind the ear and another a broken right leg. An early and never to be forgotten experience was that of his crucifixion by bandits at the age of twelve years. Returning from taking his sister to the Convent of St. Juan de Dios, he was captured and held for ransom, which being refused by his father, the boy was nailed to a tree and photographed, the picture being sent to the Count Raimundo d'Ovies, who hastened with a force and recovered his son, after seven people were killed in the encounter. The prints of the nails are plainly visible in Señor d'Ovies's hands even now. He was a cadet at the college at Santander with King Alfonso, whose face he slapped for arrogance one day. The King wore his cuffs down over his hands and was something of a dude. As a penalty Señor d'Ovies was compelled to mount guard for several hours.

Don Carlos.

Vilamil, who committed suicide in Cervera's fleet, was another schoolmate, and his home and the Señor's former home—which is an immense estate now in keeping of the Crown—has but a fence between them. During his exile from his native land Señor d'Ovies, as a temporary American citizen, has certainly proven ideal, disseminating as he has the principles of his gospel all over this broad land. The Mahatma claims that his powers are universal; every man and every woman, except an imbecile or a degenerate, possesses occult gifts.

The Bhagarat Gita has at present over 2,000 members in the United States. Señor d'Ovies has founded several research societies in America, the last being in Buffalo, N. Y.; has appeared before the leading colleges and schools of science both in Europe and America, and is at present the only adept on this continent who can give practical demonstration of that which he teaches.

He is very sanguine in regard to Don Carlos's restoration to power, claims that the "pretender" is not understood; that he is, and always was, averse to war; his first wife, Doña Fermin, spurred him on to fight; says Don Carlos would take into Spain 7,000 exiles from all parts of the world who have gained new blood, become imbued with new ideas, and instead of a repetition of the inquisition, Spain would open her vast storehouse of products to the world—a thing unallowed before on account of high taxes—and a new era would open to her people. The Jews, who, with one exception—a money lender—are excluded, would be allowed to take some part in commerce, schools would spring up, and the 85 per cent. of the population who can neither read nor write would be allowed by religious freedom to become versed in the news of the day, thus materially changing the characteristics of the nation.

Mme. d'Ovies.

No less gifted and brilliant in her sphere is his wife, Mme. Blanca la Condesa d'Ovies, the psycho-palmist. Beautiful, accomplished, and fully equipped to cross mental swords with her husband, this charming couple prove one of the greatest attractions at Cassadaga.

"Know thyself," the text from which Mme. d'Ovies presents a sermon to the hundreds who follow in her wake, fairly startling them by the accuracy with which she portrays the past and present, predicts the future life, fortune, health, marital conditions, mental order, passion, reason, &c. Talented, thoroughly conscientious in her cherished and scientific art, perfectly natural and sweet in disposition, one who understands and sympathizes with her husband in his work, and he with her, when we consider Señor and Mme. d'Ovies, who will deny the possibility of kindred attraction and at least an occasional happy fulfillment of the law of affinity? Mme. Ovies is American-born and proud of it, yet in full sympathy with her husband in the defense of what he considers the down-trodden portion of his native land, he having agitated freedom for Cuba early as 1868.

The social element of the place is beyond criticism—music, rowing, cycling, games—everything which young life can legitimately crave is here, and the atmosphere of fun and good fellowship reaches out, embracing all alike, from children to gray hairs, while over all the beautiful grove, surrounded by the three lakes, the neat and artistic cottages all combine to make Lily Dale an ideal camping ground for world-weary business tramps seeking for rest.

THE NEW VICEROY OF INDIA.

Flattering Tributes to the Husband of Miss Leiter, Formerly of Chicago.

From The London Times.

The Right Hon. George Nathaniel Curzon, Under Secretary of State for Foreign Affairs, appointed Viceroy and Governor General of India on the retirement of the Earl of Elgin, is the eldest son of Lord Scarsdale, the rector of Kedleston, in Derbyshire, by Blanche, the second daughter of the late Mr. Joseph Pocklington-Senhouse of Nethershall, Cumberland. Born in January, 1859, Mr. Curzon has had a distinguished academical and political career. He was educated at Eton and at Balliol College, Oxford. In 1880 he took a first class in classical moderations, and in 1882 a second class in Literis Humanioribus. In 1883 he won the Lothian prize for an essay on "Justinian," and in the same year he was elected to a Fellowship at All Souls'. He was awarded in 1884 the Arnold historical prize for an essay on "Sir Thomas More." During his under-graduate career he was a frequent speaker at the Union Debating Society, whose chair he occupied for one term. In 1885, when he acted as assistant private secretary to the Marquis of Salisbury, Mr. Curzon unsuccessfully contested South Derbyshire in the Conservative interest, but in the following year he succeeded in capturing the Southport Division of Lancashire from the Gladstonian Liberals by a majority of nearly 500 votes. Mr. Curzon's popularity in the constituency has steadily increased since 1886, his majorities have grown at each successive election, and at the last general election, on a heavy poll, he defeated his Radical opponent by 764 votes. Mr. Curzon has traveled extensively in the East, several times as correspondent of The Times, and his books on "Russia in Central Asia" (1889,) "Persia and the Persian Question" (1892,) and "Problems of the Far East" (1894,) indicate both the extent and the character of his travels. The value of his contributions to geographical knowledge was recognized in 1895 by the Royal Geographical Society, which awarded him its gold medal. In 1891 he became Under Secretary for India, a post which he occupied until the fall of the Salisbury Administration in 1892. Since 1895 he has held the office of Under Secretary of State for Foreign Affairs, and in that year he was made a Privy Councillor. In 1894 he was married to Mary Victoria, the daughter of Mr. L. Z. Leiter of Washington, U. S. A.

From The London Telegraph.

It was not until he had to represent Lord Salisbury in the popular Chamber, since the present Administration came into office, that the public were enabled to understand why he had excited such rare hopes among his friends. Endowed with undoubted gifts of eloquence, and possessing a thorough grip of the matters relating to his department, he at once stepped to the front rank among Parliamentary debaters. The difficulties peculiar to the duties he had to discharge are not conducive to the cultivation of that conciliatory manner which Mr. Curzon was alleged by his critics to lack. To impart nothing worth knowing with an air of conveying a good deal—this is the accomplishment which every Minister responsible for foreign affairs in the House of Commons must acquire. Many instances have been furnished recently of the awkward results which follow mischievous and pointless discussion of matters of grave importance while they are still engaging the attention of diplomatists. It is one of the disadvantages of our representative system, and perhaps unavoidable. None, however, save those familiar with the difficulties our Foreign Ministers have to encounter realize the evils of the practice.

Every session, however, Mr. Curzon had to face persistent inquiries and ill-considered curiosity; but every session he showed an increasing capacity for confounding his critics and for avoiding the great danger of his office. Our multitudinous foreign affairs extend to every corner of the globe; Mr. Curzon's extraordinary range of knowledge failed him in none. It was not alone in answering questions with skill and tact that Mr. Curzon made himself a force in the House of Commons. In the frequent debates on foreign affairs which have been held this session he has displayed exceptional powers as a debator. The knack of getting at the essence of an intricate problem, the adroitness of speech which enables a Minister to score off interruptions, the Parliamentarian's ability to present the right facts in the right way—these were the gifts Mr. Curzon had strengthened more and more since the session opened. The majority of the members seemed to know and appreciate the brilliant young Minister better than in previous years, while the really splendid speeches he delivered during the debates on the China question were worthy of the oratorical traditions of the Mother of Parliaments. His earnest and vigorous delivery, coupled with a clear, resonant voice and unusual readiness of speech, justified the promise of his earlier years as a man who was destined to gain distinction in State service.

From The Pall Mall Gazette.

And yet, when those whose duty it is to pick holes in Ministerial appointments have recited all the possible objections to Mr. Curzon, they are constrained to admit that this appointment is a good one. Why, we should like to know, should it not be? The new Viceroy comes of the class which has government in the blood. He has had the best education the world can give for the work he has got to do—Eton, Oxford, public life, and, above all, a practical, personal acquaintance with Asia and with Asiatic problems. Indeed, if we were to select a Viceroy on the same principle that governs the choice of an ordinary Indian civil servant, we could not do better than take a man who has so conscientiously got up his special subjects. For that opportunity, and for others, Mr. Curzon owes much to good fortune. Like Mr. Gladstone, he has had a flying start in the race of life. But like Mr. Gladstone he has known how to use advantages which another man might have frittered away. He has his reward, as he deserves to have it, in his present appointment.

DEATH OF STEPHEN MASSETT.

The Aged Author, Song Writer, and Entertainer Passes Away.

Stephen Massett, known as "Jeems Pipes of Pipesville," who was some time ago well known as an author, song writer, and entertainer, died Saturday from a complication of diseases at St. Vincent's Hospital.

He was born in London, Eng., seventy-eight years ago, and came to this country when a boy. When eighteen years old he composed the song "When the Moon on the Lake Is Beaming." It was so well received that he was encouraged to produce others, among them being "My Darling's Face" and "Shadows in the Lane." He traveled nearly all over the world, and gave many bright lectures on his travels. He also wrote several books on his life and adventures, which were in style much like Mark Twain's.

At the time of the Zulu war he gave a lecture in Africa and later delivered one in Australia. New Yorkers will remember his lectures at Chickering Hall, ten years ago, when he held his audiences by his clever stories, mimicries, and impersonations. He devoted part of his life to journalism, having written for many papers throughout the country. He was a member of the Savage Club, London, much like the Lambs here. He never married. One of his nearest relatives is the Rev. Stephen F. Massett of this city. The funeral will be to-morrow.

President to be Godfather.

RIPON, Wis., Aug. 21.—President McKinley is to be the godfather of the seventh son of Joseph Goererwnski of this city on Aug. 12. At the request of the father the Rev. Wenceslaus Kruszka, the rector of the St. Wenceslaus Church, sent a letter to President McKinley, telling him that Goererwnski was the father of a boy, the seventh son born in an uninterrupted line during his ten years of married life, and that it was the custom in the country of the father in such a case for the ruler of the country to act as a godfather. He received a favorable reply from Secretary Porter.

"THE ALEXANDRA TRUST"

Cheap Food on an Enormous Scale for the Poor of London and Scotland.

MR. LIPTON'S GREAT SCHEME

His Magnificent Gifts Described in His Own Words—Is His Philanthropy Wise or Misplaced?—What the Plan Means to Shopkeepers.

From The London Chronicle.

Sir Thomas Lipton is about to give the nation another lesson in philanthropy. It will be remembered that during the Jubilee festivities the Princess of Wales issued an appeal for money to provide dinners for the poorest of the poor on some one day during the festivities. The chief donor to the fund was Sir Thomas Lipton, who sent a check for £25,000. The outcome of that Jubilee dinner has been the formation of the present scheme, which has for its object the provision of restaurants all over London at which workingmen and workingwomen may purchase wholesome, well-cooked food at cost price. Much of the food now consumed, especially by the very poor, is not cheap, not well cooked, not wholesome. The idea of the new Alexandra Trust is to alter this. Food being bought in large quantities, and on the best commercial terms, by buyers who know their business, it will be possible to sell meals at extremely low prices.

It is, of course, much easier to feed one hundred persons than one. Any mess Sergeant will tell you that. But when the figures run into thousands it will come cheaper still.

And yet the scheme has no charity about it. It is hoped and expected that it will be self-supporting. But there must, of course, be a start, and, of course, that means money. Purchasing sites, putting up buildings, and providing the necessary fittings and apparatus will cost large sums, especially as it is intended to have these restaurants all over London. And here Sir Thomas Lipton steps in. He has given the trust a sum of £100,000 to start it, and if need be he is prepared to give another £100,000 should the scheme require it. The trust is to have a royal charter, which has already been applied for and its terms settled. The charter has been granted by her Majesty, and it will be published in The London Gazette at an early date. The Princess of Wales will be President of the trust, and the other Trustees are to be Sir Thomas Lipton, the Duke of Norfolk, and Sir Francis Jeune.

Interview with the Benefactor.

I had a chat (writes one of our representatives) with Sir Thomas Lipton about the scheme on a recent afternoon at Osidge. Sir Thomas was very busy entertaining his guests, for it was the occasion of the annual garden party, which he was giving to the members of the counting house staff of Lipton's, Limited. And as Sir Thomas had about a thousand guests, and was extremely anxious that every one of them should be made at home and thoroughly enjoy himself, I found it rather difficult to get hold of him.

"Yes, the story is quite true," he said, in answer to my first inquiry, "but I would rather not say anything about myself. I have been keeping the matter very quiet, because I have a horror of doing or saying anything that looks like advertising myself."

"But," was my reply, "the public will want to know something about so novel a scheme."

"Well, they will be able to read all about it in a day or two. We have applied for a charter, and her Majesty has granted us one. The full particulars of the charter and the trust which it governs will be published in The London Gazette in the course of a few days. The Princess of Wales has graciously consented to act as President of the trust."

"Then, her royal Highness takes an interest in your scheme?"

"Well, you can scarcely call it my scheme. The Princess of Wales was so impressed with the state of things which was revealed when we came to make the arrangements for our Jubilee dinner for the poor that her royal Highness has been wishing to do something for these people every day and all the year round, and not on special occasions only. My idea was that something should be done to enable them to get good, wholesome, well-cooked food at cost price. There is nothing in the form of charity about this, and no person will forfeit the slightest self-respect by taking advantage of it. All we shall do will be to organize, so that the cost of distribution will be brought to a minimum."

"And is your scheme an extensive one?"

"We hope to cover all the working class centres of London, and to have one of our restaurants within the reach of everybody. We shall dispense altogether with waiters. The people will come to the counters and buy what they want, and either sit down and eat it there or take it away with them. I hope to give them a small plate of meat and bread for twopence, and for fourpence soup, bread, meat, and two vegetables. Other things will be cheap in proportion."

"And I presume your own commercial knowledge will be used?"

"Certainly," replied Sir Thomas. "I shall be able to direct the supplies, to purchase them at the best advantage, and of the best quality. I am convinced that the poor—and especially the very poor—are not able to lay out their money on food to the best advantages under present conditions, and I believe if they could do so it would be a great boon to them."

"But this, of course, means money?"

"I have started the scheme with £100,000, and I am prepared with another £100,000 when the trust requires it, should it be a success. And I have no fear of that."

"And will the scheme be confined to London?"

"I shall see how it goes on, and if it is really of value, I shall be prepared to spend another £50,000 in Scotland to try it there. It will be the largest scheme for feeding the poor that has ever been tried. The Duke of Norfolk and Sir Francis Jeune are assisting me as Trustees."

And with that Sir Thomas hurried off to welcome another group of guests.

WARNING TO THE CHILDLESS.

A French Colonial Governor Proposes to Punish All Not Rearing Citizens.

From The London Telegraph.

Desperate ills, it is said, call for desperate remedies. When it becomes indisputably manifest that the population of a country is steadily diminishing in number year by year, the dictates of patriotism and self-preservation naturally enough suggest to the rulers of that country the urgent necessity of taking effective measures, legislative or administrative, to check so alarming a tendency in the direction of national debilitation and decadence. A chronic disparity between births and deaths, be it ever so slightly in favor of the latter, propounds a problem difficult of solution by any Government, whether constitutional or despotic. Frederick the Great's methods of dealing with the question, though eminently practical and by no means devoid of a certain rough humor, would assuredly be repudiated by public opinion in this age of "sweetness and light." Indeed, no living autocrat would have the courage to decree their enforcement, nor would any Parliamentary Ministry venture to submit them to the consideration of a legislative body.

In France, where the sum total of natives to the soil annually becomes "small by degrees" and lamentably less, various experiments have been made of late years with a view to stimulating philoprogenitiveness and discouraging its converse. Unfortunately, they have not been crowned with success in either direction. It is one thing to set a premium on productiveness by lightening the fiscal burdens of parents blessed with numerous offspring, and another to render nonproductiveness in the matter of children a penal offense, by inflicting fine and imprisonment upon such adult persons, married or single, as fail to contribute to the increase of the population. The former expedient has been recommended to the French Chambers by a "National Society," of which M. Bertillon is President; the latter has been masterfully adopted by Gen. Gallieni, the Military Governor of Madagascar. This distinguished officer has come to the conclusion that the main obstacle to the work of colonization in that island is "the sparseness of the population." Consequently, he proposes to do away with this hindrance by punishing, at stated intervals, any celibate man or woman who "does not provide for the support and education of an adopted or natural child."

LONDON'S NEW UNDERGROUND.

Trial Trip of the Electric Railway.

From The London Telegraph.

Yesterday morning at 8 o'clock the first trainload of passengers left Wateloo, on the Waterloo and City Railway, for the Mansion House, accomplishing the underground journey, a distance of a mile and a half, in a little over five minutes. There were about 100 people in the cars, and the subsequent services conveyed full complements of passengers—[illegible]—from the Southwestern terminus to the new station in the city. Throughout the morning, and, in fact, during the whole day, there was not the slightest hitch in the working of the electric railway, and with regard to the passengers the cry was "Still they come."

A long-felt want is met by the line, which comes, as it were, to the very doors of those who require it. Arriving at Waterloo, city men walk from the train to the new station, which is reached by a covered way, starting from the main platform of the terminus. There are no steps at this end, but a sloping way—like that of the Southeastern at London Bridge—interrupted by two turnstiles, where the fare of 2d. is paid for the single journey, or 3d. for the return. It is only for the return journey that a ticket is given. Beyond the turnstiles there is another decline leading to the platform. The station, which is bright and clean, is free from the sulphurous smell inseparable from most tunnels, and is lighted by electricity. The general brightness is very striking, and the glazed bricks of the roof and walls may be expected to retain their whiteness in the absence of smoke—of which there is none but what is contributed by the passengers, for whom a smoking carriage is provided.

The train consists of four cars, the centre two of which carry fifty-six passengers each, the end ones accommodating forty-eight each. All four carriages are of the same length, but the motors at each end of the train account for the diminished number of occupants. The double motors avoid the necessity of turning the train round. The trains come in at one platform, and, after being emptied, are run beyond the starting point on converging lines, where they are shunted to the departure platform.

The cars are built on the American system, and are connected by a gangway, on either side of which is a collapsible iron railing controlled by the ticket collector. Passengers can get off the train by means of this gangway or through sliding doors at the end of the two cars which contain the motors. These doors can only be opened from the outside so that "passengers must wait till the train stops." The seats resemble those of the corridor train, with a passage in the middle of the compartment. The cars, which are lighted from the ceiling by seven electric lamps, are fitted with the Westinghouse continuous compressed air brakes, which can be applied by either driver or guard to all the wheels of the train. The maximum speed attempted will be twenty-five miles an hour. The current of electricity is lifted by a shoe from a rail between the two lines.

Two tunnels, running parallel, have been constructed, one for the trains to the city and the other for the returning cars. A further precaution against possible danger is taken in the arrangement of the signals. The first train leaves Waterloo and runs straight to the city, where there is an "island" platform, and the trains come in on either side, departing from that at which they enter. The second train can come in on the opposite side, but a third cannot pass a signal in the middle of the route, not far from Blackfriars Bridge, where the tunnels run under the Thames, until the signalman at the city box releases the levers of the signalman at Waterloo, who then allows the train to pass on. The tunnels are lighted from end to end by electric lamps, placed at short intervals on alternate sides.

Passengers leaving the train at the city station proceed up a long incline, which brings them nearly to the surface. Here the avenue divides, one branch turning to the right and leading up a staircase to Walbrook, the other conducting to a staircase ending at the junction of Queen Victoria Street and Poultry.

At present the rolling stock consists of only four trains, but before long two more will be added. They are manufactured in the United States, and sent over, in parts, to Southampton. Thence they are conveyed to Eastleigh and put together at the Southwestern Carriage Works. On being brought to Waterloo, the cars are lowered to the new line by a very powerful lift, specially constructed to connect the two companies. No time table has been issued, as the trains will run in as quick succession as possible in the morning and evening, when business men are arriving in hundreds from the suburbs, and returning after the day's work is done. During the day the service will be adapted to the needs of the public. The first trains from both ends leave at 8 o'clock in the morning, and the last at 10 o'clock at night.

Yesterday, of course, nearly every one bought tickets or paid the single fare at the turnstiles, consequently there was, up to 10:30, a continuously dense crowd of people at the booking office. This will be avoided in the future. The Southwestern Railway has arranged that passengers can book right through to the city from the suburban stations, and season ticketholders can have their ordinary season tickets stamped with the pass of the new railway. The season ticket by the new line costs for a twelvemonth £3 10s., a saving of £1 on the daily purchase, assuming that the holder travels both ways every working day of the week, the railway not being open on Sunday.

Between the hours of 8 A. M. and 11 A. M. over 6,000 persons booked from Waterloo to the city. A large number traveled from the city to Waterloo, and perfect streams of people traveled by the line during the dinner hour and after the offices in the city closed.

When the city station is complete there will be additional staircases leading to the platform from the front of the Exchange, the Bank of England, the Union Bank, and the Mansion House. At Waterloo there are approaches, already completed, from York Road, Waterloo Road, Aubin Street, and from the cabyard, as well as from the North, South, and Central Stations.

SPECIAL DELIVERY STAMPS.

From The Boston Evening Transcript.

More than ordinary interest in attached to the report to the Chief Inspector of George S. Evans, Postoffice Inspector in charge of the New England Division, covering the year ending June 30. He says that during that time fifty-seven arrests have been made for various violations of the postal laws, and conviction has almost invariably followed, affording gratifying evidence of the thoroughness with which cases have been investigated for trial by Inspectors. Nine of the persons arrested were employes of the Postoffice Department. Collections have amounted to $11,945.51, and forwarded to the proper depository.

Among postoffice employes it is well known that many persons use the special delivery stamps in the belief that it ensures safety as well as immediate delivery, instead of which a special delivery letter containing a valuable inclosure is much more likely to fall a victim to dishonesty than is a letter with an ordinary stamp thereon. If a special envelope could be sold for this purpose with the special delivery stamp embossed thereon and a printed warning that the envelope is not to be used for valuable enclosures, Mr. Evans thinks the advantage of the system would be greatly increased.

Since the publication of the order of the Postmaster General forbidding employes to borrow money or to contract debts which they have no reasonable prospect of being able to pay, the Inspectors have taken a hand in starting a much-needed reform in that direction among the employes of the Boston Post Office at the request of the Postmaster. Much publicity was given to the order in the newspapers, and the consequence was that the Inspectors were overrun with people holding bad debts against employes. The old offenders have been brought to terms, and some well-intentioned men who found themselves in a hard place through family sickness or misfortune have been released from the clutches of usurers to whom they had already paid more than the amount of the original loan. The men now understand that in the future they must make such arrangements with their creditors that there will be no possible excuse for them to come to the Postmaster or the Inspector, and that if this is not done they must take the consequences.

The most important work within the year, from Inspector Evans's standpoint, was that which resulted in the capture and sentence of two notorious letterbox thieves who operated in various parts of the country before coming to this city.

Spanish Prisoners Brought North.

ATLANTA, Aug. 21.—The fourteen Spanish prisoners who have been held at Fort McPherson for three months left to-night at 7 o'clock for Washington via the Seaboard Air Line and the Atlantic Coast Line. Lieut. Buffington was in charge of the party, and had as guards thirty-five recruits of the Third Infantry bound for Montauk Point. Five Lieutenants of the Thirteenth Infantry accompanied Lieut. Buffington.

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A NATIONAL ISSUE.

The Democratic leaders announce that they will force the Republicans to meet State issues in the Fall campaign. They say, and it is true, that on the Spanish war, the causes for which it was declared, the general result, and the record of President McKINLEY, there can be no issue. All men of every party, or of none, think alike on this matter. But there is room for difference of opinion on the conduct of the affairs of the State by the Republican Governor and Legislature—the former practically includes the latter—and on the probability that the Democratic Party will do better. This is the issue the Democrats intend to present, and if they present with it a candidate for Governor whose character and ability are a sufficient guarantee of reform they will be doing the best thing open to them.

But they must remember that there is a National matter besides the war which can and will be made an issue, and a decisive one, if they permit it. This is the currency. On this the position of the Democratic Party, as defined by its last National Convention and accepted by the New York State organization, is hopelessly bad. If the Democratic State Convention next month shall renew the indorsement of that position, it will go far to make the election sure of any Republican candidate, no matter how weak or unfitted he may be. The best Democrat in the State should he be compelled to shoulder that blunder, would have great difficulty in defeating even Gov. BLACK. And his difficulty would be very greatly increased by the formal leadership of United States Senator MURPHY in the party. Mr. MURPHY is himself an issue this year. He will "put up a stiff fight" for his own re-election to the Senate. Under any conditions, that will be a handicap for his party, because he is notoriously one of the least creditable Senators that New York has ever sent to Washington. But if the general situation were favorable, if more immediately urgent matters engrossed public attention, the voters might forget him, or even consent to seek the real benefit a good Democratic Governor could confer in spite of Mr. MURPHY.

The moment, however, that the currency issue is permitted to arise, the voters will not forget the utterly inexcusable course Mr. MURPHY has pursued regarding it. Especially they will not forget that he disgraced his State by enrolling his name in support of the Teller repudiation resolutions at the last session. By entirely eliminating the currency issue, that is to say, by omitting all indorsement, direct or indirect, of the Chicago platform of 1896, it may be possible, so to speak, to sterilize Mr. MURPHY's influence. To reaffirm the platform would be to bring Mr. MURPHY into conspicuous and disastrous prominence.

OUR CHINESE TRADE AND ITS FUTURE.

Our trade with China, both imports and exports, is a growing one. It still plays a relatively small part in our steadily increasing foreign commerce, but the fact that it has progressed is important, in view of the vast possibilities of the future.

During the five years ending with 1895 the average exports from the United States to China were under seven millions, ($6,777,904.) In 1896 they were $9,639,440, in 1897 $11,924,433, and this year $9,992,894, or an annual average for the three years of $10,578,922. As compared with the average of the preceding five years, this is an increase of rather more than 50 per cent. In 1896—the last year for which we have the figures—the American imports into China were 5.64 per cent. of the whole. That is not an imposing percentage, but it was higher than for the average of the previous five years, (4.46 per cent.) and higher than the percentage of the whole of Continental Europe, (5.42 per cent.)

The import trade of China is peculiar, both in its course and in its character. It fell off steadily from $173,000,000 in 1891 to $135,000,000 in 1895, and then suddenly advanced in 1896 to $171,000,000. This advance of $26,000,000 in a single year was almost wholly in cotton goods. The opium imports did not advance materially. Metal goods advanced considerably. The most noticeable feature was the imports of mineral oil from $4,613,000 to $6,751,000. In this business Russia, which had gradually overtaken the United States, fell back again sharply, her imports being only $2,545,754, against $3,905,527 by the United States.

The export trade from China to the United States did not vary much in the five years ending with 1895 from the annual average of $12,212,192. In 1896 it fell abruptly to less than $9,000,000, but in 1897 it rose to more than double this amount, $20,403,862, and was within a small fraction of that amount in 1898. The share of the total was 10.55 per cent. in 1895 and 8.49 in 1896. The exports of tea, which increased steadily up to 1894, fell from 54,000,000 pounds in that year to 41,500,000 pounds in 1895 and to 30,146,000 in 1896, and the share of the United States from 21.65 per cent. in 1894 to 13.2 per cent. in 1896.

On the other hand if we take the figures of our exports to Hongkong and China together we find a more encouraging condition, and one still more so if we compare our exports with those of the United Kingdom. This is done in the following table for the years covered by the preceding statistics for China alone:

EXPORTS FROM UNITED STATES AND UNITED KINGDOM TO CHINA AND HONGKONG FROM 1891 TO 1897.

Year Ending June 30.	United States.	United Kingdom.
1891	$13,469,705	$44,939,605
1892	10,557,546	37,959,580
1893	8,117,059	32,234,740
1894	10,072,273	31,314,050
1895	7,856,880	35,833,225
1896	11,613,134	42,696,950
1897	17,984,472	35,588,580

It will be seen by these figures that our trade with China is active, but variable, and that while on the whole it is increasing, our share in the total trade of the country is as yet hardly more than an indication of what we could do under more favoring conditions. Some of the conditions are unquestionably more favorable than in the past. Among these is the steady advance in the accumulation of capital, the progress in production and enterprise on the Pacific Coast of the United States, and the improvement of communication across the continent. This is but the beginning of a great change by which the western portion of the Union will seek more and better outlets toward the Orient. The North Pacific ports of the United States are rapidly assuming toward all Asia the relation which was borne for generations by such ports as Liverpool toward the American continent. Probably it is not an exaggerated estimate that at the close of this century the resources devoted to the Oriental trade in our Pacific States are greater than those available for the Anglo-American trade in the middle of the century when half our continent was an almost unexplored region.

The condition which is not favorable to the growth of our Chinese trade is the joint effort of Russia, Germany, and France to secure exclusive privileges, shutting out from the vast regions of Northern and Southern China all trade but their own. In regard to this condition our interests are the same as those of the two powers entitled to more influence in the future of China than all others combined, Great Britain and Japan. If they and we can agree that the trade of all parts of the Chinese Empire shall be opened to free competition among all nations, this can unquestionably be achieved. But it will require vigilance, skill, energy, and foresight in the conduct of our foreign office, and the jealous exclusion of partisan politics from all branches of the Diplomatic Service.

A GERMAN COMPLAINT.

A German reader of THE TIMES writes us in protest against some recent comments on occurrences in Manila Bay. He thinks that we are animated by "ill-feeling toward everything that is German" and that we seize on untrustworthy English reports to "vent" that feeling. He is mistaken. The occurrences on which we have commented have been reported from many sources, but in no case have they been made to appear more disagreeable than in the reports and comments of German papers. As to any ill-feeling toward things German or German people, we do not entertain it and have no occasion to do so. We have the highest respect for many of the qualities of the German race, and we know how great is their share in building up our own country and how much of what is best in our own Nation we owe to them. From the time when Gen. STEUBEN introduced order, system, and careful discipline in the army of Gen. WASHINGTON to the present day the Germans have made valuable and valued contributions to the progress of America.

We may remark that from that time to this most of these sturdy, right-thinking and capable people who have sought the shores of the United States have done so with a desire to obtain here rights and opportunities denied to them in their native land, and have not been disappointed. Very few of those now dwelling with us would care to exchange their status for that of a German subject. None of them would in this country for a single moment tolerate the arbitrary interference with their personal liberty and the half-tyrannical, half-ridiculous and wholly annoying restrictions to which they would be subjected in Germany. We make, what our correspondent does not make, a sharp distinction between the German official class, with the Emperor at their head, and the German people. It is the errors and peculiar manners of the former that have stirred many Americans, and, for that matter, many German-Americans, to a certain resentment, which, however, is neither ill-natured nor very deep.

It is worth noting that the incidents referred to are logically connected with the declared policy of the German Government to secure if possible area for German colonization, that is to say, new land to which emigrants can go without ceasing to be German subjects. This policy has not thus far been very successful because, we imagine, the Germans who are willing to leave their country at all prefer to go to lands where their chances are best, and where they will not be directly under the control of the home officials. Yet the policy is a sound one, which any Government is justified in following. The Americans cannot complain of it and do not. They only think that it would be more prudent to carry it out with a fair degree of courtesy and consideration for others. We have not attached any great importance to lapses in these matters by subordinate German officials, for we believed that neither the responsible statesmen nor the German people approved of them. But they are part of the news of the day and have been noted as such. That is one way to prevent their recurrence.

AN ENTERPRISE OF PEACE.

The strain of attention upon the operations of war being now relaxed, the public mind must revert to some of the interests of peace which have been in abeyance.

The empty old reservoir on the top of Murray Hill is a daily reminder of a long cherished plan for the benefit of the people, grossly and inexcusably neglected.

Every legal provision has been made to give the people of the city the advantage of an endowment of millions for a great public library. The city is pledged to furnish the site and building in order to make free to all the accumulated treasures of two great institutions, with a large additional fund for their increase.

The pledge has the sanction of legal obligation, and must be executed. Plans for the building have been adopted, and it has been made the duty of the Park Board by statute to take the old reservoir out of the way that the magnificent library structure may take its place.

For months only one thing has stood in the way of this beneficent project. The Board of Estimate and Apportionment has failed to provide for the comparatively slight expense of removing the useless and unsightly reservoir, which would have to be removed even though the place were not required for the beneficent purpose to which it has already been dedicated The demand should now be renewed and persistently pressed for the removal of the mass of stone from Bryant Park that the people's palace for books may rise in its place.

MILITARISM RAMPANT.

The French press, which is just now jealously regarding the projected visit to Vienna and Berlin of Gen. PELLOUX, Italy's Minister of War, and vociferously declaring that the deplorable state of the peninsula is owing to the fact that domestic rights are sacrificed in order that a foreign policy may be maintained, are unmindful of what should be an important base of criticism. France, which is bowing low before the increasing domination of the army, should take unto herself the lesson which militarism in Italy points out to-day. In Florence, in Naples, in Milan, unfortunate persons are being dragged before the military courts, which the "state of siege" permits, and sentenced to terms of imprisonment varying from ten months to thirty years. These unfortunates are accused of having taken part in the recent riots and on the simple word of the gendarmes they are condemned. No matter how many witnesses they may have ready to prove an alibi, these witnesses are treated with the same scant ceremony that characterized the ruling of the President of the Seine Assizes in regard to those who would have spoken for EMILE ZOLA.

There is this difference, however; there is no appeal from the military courts in Italy. It is fortunate that capital punishment is no longer in use there, or else terrors might be indulged in that would throw into an insignificant background the executions en masse that followed the Commune. In permitting the military fetich to envelop civil justice France is inviting the same domination by the army that prevails in Italy. She should learn the lesson that the country presents for whose mocking freedom GARIBALDI and his brave fellows bled, before it is too late.

THE CITY "GANGS."

The war seems to be over in "Hell's Kitchen," and the "gang of toughs" that has long infested that malodorous patch on the west side has been clubbed into temporary submission to law and order. For weeks there was a deadly feud between certain white and colored denizens of the swarming tenements arising out of a ruffianly quarrel, and frequent street fights and saloon encounters terrorized the peaceful part of the population. For a time the police seemed to have more than their hands full in trying to subdue the turbulent toughs.

It is time the last of these street gangs were disbanded, and permanently dispersed, and all "dangerous districts" were wiped from the map of the city. It is only a question of police vigilance and vigor, duly supported by authorities and magistrates. If the ordinary force employed in any particular section is inadequate to prevent disorder, or to suppress its first symptoms, it should be strengthened, or provision should be made for reinforcement at a moment's notice. Example should be made of every offender by a stern application of the law's severest penalties until offenses cease.

There is no reason for permitting any neighborhood of the city to be disturbed by rowdies or rendered unsafe for peaceable citizens at any hour of the day or night, and yet for years "gangs" have been permitted to exist, here and there, and from time to time, committing petty robberies and spreading terror among the tenements and saloons and through the public streets.

Time was when the "gangs" were much more numerous and daring than they have been in recent years. They were even a political power, and in the old days of the Tweed ring became organized bands of repeaters on election day and were a terror at the polls. Their crimes were often shielded by complacent police and corrupt magistrates, because they served the ends of pothouse politicians in return for their immunities.

The alliance of crime and politics has been pretty fairly broken up, and the remnants of the old gangs have for the most part sunk into the condition of mere elements of lawlessness and disorder. Their existence should be no longer tolerated. The first sign of renewed activity among them should be promptly crushed, and no district should be permitted to become dangerous for a day.

An attempt has been made in another column to show the importance of Russia's move in establishing a vice-Consulate at Sistan, in the uninviting low land in the east of Persia and southwest of Afghanistan in the lower courses of the Helmand and the Hamun Lakes. This place at different times in her history has supported a prosperous civilization—the Greek, the Persian, the Mohammedan—and, with the proper facilities and enterprise, can do the like again. The conditions have remained unchanged for centuries. To the archaeologist Sistan is practically a terra incognita. In the hands of Great Britain it could have been made the medium of all Beluchistan trade. Under the domination of Russia it will be made an important military base, controlling the Perso-Afghan frontier, with great possibilities in regard to British India itself.

TOPICS OF THE TIMES.

—Now that the naval parade is two days deep under the surface of time, it is to be hoped that fitting penance has been done by every American, man, woman, or child, who dared to express Friday evening a doubt as to the arrival here of the squadron in season to receive the welcome prepared for it. A good many people did have such doubts, for the Admiral and his Captains started up the coast with no orders to reach this port at any particular hour, or even on any particular day, and it would not have been at all remarkable if the tired men and the tired ships had dawdled a bit on the way. But they didn't, and now we can see how absurd the idea was that expectations might be disappointed, plans disarranged, and trouble made by these glorious defenders of the Nation and of civilization. Of course they arrived at the moment when their presence would be most effective, of course they answered every salute according to arrangement, though the arrangement was entirely unilateral, and, of course, no slightest accident or delay marred the impressiveness of the occasion. Why not? He or she is indeed a poor specimen of the American citizen who isn't ready to apologize for thinking that anything else was possible. Is our navy given to accidents or delays? Has it often—no, has it ever—disappointed reasonable, or even unreasonable, expectation? By no means. The United States Navy does things, it does them with speed and promptness, and it isn't any more likely to be late for a parade than for a battle. And, just incidentally, little old New York performed her part of the ceremony rather well, all things considered. The sailormen didn't have to look or listen twice to be sure that they had entered the right harbor and were home again.

—In determining to return the Challenge Cup to its original owners, and to ask those owners to make certain needed alterations in the conditions under which the cup is held and defended, the Royal St. Lawrence Yacht Club has done something which gives much cause for thought to the Seawanhaka-Corinthians. The action taken is the very best possible answer that could be made to the childish talk about unfairness in which the losers of the recent races have been indulging, to the disgrace of themselves and the humiliation of their country. It combines dignity and courtesy in a way that cannot fail to win cordial commendation from every real sportsman, however it may affect the pseudo-amateurs who make a business of cup hunting, and the Canadian public have as much reason to be proud of their yachtsmen as gentlemen as they have to exult over their skill as builders and navigators of racing craft. That coals of fire have been heaped to a very considerable height over the heads of the Seawanhaka-Corinthian Club's members is a fact beyond question. Now is their opportunity to repent quickly and to make adequate reparation for their recent misbehavior. Unless they do both they are lost men.

—A recent article in an English review asserts that the annexation of the Philippines would sound the death knell of the cigarette trust in America. The Manila cigar, coming in free, would be cheap enough, the essayist thinks, to cut down also the sale of expensive Havanas. The yearly output of this cigar is something like 160,000,000, one factory alone turning out 38,000,000, and the manufacture could be doubled or trebled to meet an expanded market in America. And then 2 cents would buy a better cigar than 10 cents does now. It may readily be conceived therefore that the man or youth, who feels inclined to smoke, and being conscious of the direful results of the cigarette habit, will not think twice, but buy a good 2-cent cigar.

PERSONAL.

—One of our contemporaries—of course it was The Journal—has demonstrated the quantity and the quality of its enterprise, its courage, and its taste by printing a picture of the Tomb by the Hudson, with the ironclads whirling in the river below, and a dim, gigantic figure rising from behind the monument and dominating the scene. Drawn by an artist at once reverent and skillful, the picture might not have lacked impressiveness, for the idea is good, as is evidenced by the fact that in one form or another it occurred to every one who participated in Saturday's ceremonies or who watched or read of them. But our impulsive neighbor, with that yearning for consistency which is its most notable characteristic, seems to have employed what is known as a "medium" to make its drawing, and to write the explanatory lines beneath it. Criticism is a rather delicate matter in this case, but there can be no particular danger in ascribing both the portrait and the inscription to a spiritualistic source, for each of them bore the invariable marks of such an origin. Those of us who have seen "precipitated" representations of the departed great realized at once that this was one of them, simply from the fact that the face we saw resembled the late WILLIAM HOEY in his most familiar rôle much more closely than it did Gen. GRANT. Only the "spirits," working through a "medium," take liberties like that: so with the inscription. It read: "The shade of U. S. GRANT to SCHLEY and SAMPSON: 'You have reunited this Nation, which I saved. Now, indeed, we will have peace.'" No unassisted mortal would have written that, for all such mortals know how reluctant the great Captain was even to mention his own achievements, and how accurately he used the English language. On the other hand, no "medium," however illustriously inspired, ever was enlightened as to the distinction between "will" and "shall." Thinking the whole matter over, and with the seriousness it deserves, we are forced to the conclusion that journalism, or even Journalism, will make a mistake if it doesn't stick to live editors, reporters, and artists.

—All accounts agree in stating that Mr. CHARLES W. GOULD, whom the President has just selected to act in an advisory capacity under the Cuban Military Commission, is well qualified, both as regards character and his specialized knowledge of law and history, to take a much more prominent part than this in the coming negotiations between Spain and the United States. Long and hard study, undertaken from natural inclination and not from necessity or even in the regular line of practice, has made him familiar with the modern history of Spain and all her complicated relations with her former dependencies, and he is a recognized authority in several departments of international jurisprudence. The President has, indeed, shown some appreciation of these facts by choosing Mr. GOULD for the subordinate office which he is to hold, but could not his peculiar abilities have been used to better purpose as a principal character on a wider stage? The Peace Commissioners, eminent politicians as they will doubtless be, might well have profited by his advice, and just possibly the aggregate wisdom of the board would not have been lessened by making him a member of it. Several of the names now suggested for such membership are not linked with traditions of surpassing merit, and they have been received with but mild enthusiasm by thinking people. It does seem as though work might have been found for Mr. GOULD elsewhere than in Cuba.

—No hesitation is shown by The Medical Record in fixing responsibility for the sufferings of our soldiers exactly where it belongs—on Surgeon General STERNBERG and his subordinates. "The lessons to be learned from the Cuban campaign," declares the editor of The Record, "centre more around the neglect of the sick and wounded than any other features of the battlefield. This aspect is the more deplorable in that there are no evident reasons why the sick or wounded man should not have had the best of care. This was at least his due, and it was impliedly guaranteed him by the Government. When the lamentable facts to the contrary are presented, it is extremely unfortunate for the Surgeon General that he should be held by the public so directly accountable. This will continue to be the case until an official investigation is made of all the departments of the army and the real blame for the many instances of inhuman treatment is properly placed on the guilty parties." It will, indeed, and the Surgeon General cannot demand such an investigation too quickly. It may well be that others—and especially another whose name leaps to every tongue—should share the Surgeon General's burden, but this fact does not clear him of the charge of high, plain duty, willfully neglected. His difficulties in any case would have been many and severe, but the very worst of them have been of a sort from which he could instantly have escaped. The plea that incompetent subordinates were imposed upon him by a higher authority cannot be even considered. He could and should have protested against that foul crime at the very beginning, and by taking pains to see that his protest reached the public ear, as did Gen. MERRITT, Gen. MILES, and the officers under Gen. SHAFTER, he would have forced instant remedial action. They say that Dr. STERNBERG is a great surgeon. It may be, but he has made an utter and disgraceful failure as an executive officer.

THEODORE ROOSEVELT.

To the Editor of The New York Times:

It may not be out of place at the present time, when Col. Roosevelt occupies so much public attention, to recall some of his history and his public achievements. For many generations the name of Roosevelt has been an honored one in New York. Though it is of Dutch origin, in the veins of Col. Roosevelt, in almost equal parts, streams the blood of the Irish, French, Dutch, and Scotch. For nearly twenty years he has been a prominent figure in the public eye of the country, and those who have closely watched his career and followed his literary work have predicted for him a brilliant destiny. As the leader of his party in the New York Legislature in 1882, 1883, and 1884, he distinguished himself by his courage, ability, and honesty. He took an active part at the convention in Chicago at which Blaine was nominated, and contributed his best energies toward the election of that great statesman to the Presidency. So strong was the impression he had already made upon the Republican leaders of his native State that he was selected in 1886 to carry the banner of his party in the ever-memorable Mayoralty contest against Abram S. Hewitt and Henry George.

In this campaign Mr. Roosevelt polled a larger vote, in proportion to the total number cast, than was ever given to any Republican candidate for Mayor of New York City. Withdrawing for a brief period to his Western ranch from the turmoil of political life, he devoted himself to a study of the resources, condition, and character of that vast section of our country. That knowledge he has placed before the public in his books, which deal with the life and history of the region. Among these are "The Making of the West," "The Winning of the West," "Ranch Life and the Hunting Trail," and other works, which vividly portray the deep reading of the student, the scholar, and the thinker, as well as the science and skill of the sportsman. To his acquaintance and experience in the West we are indebted for the organization of the heroic body of men known as the Rough Riders. His brilliant writings upon the problems and promises of the great region would alone hand down the name of Theodore Roosevelt to a grateful posterity.

Early in President Harrison's Administration he invited Mr. Roosevelt to become a member of the National Civil Service Commission, in which capacity he was retained by President Cleveland, a fitting tribute to his character as an honest and conscientious public official. He resigned in order to accept the Presidency of the New York Police Commission under the Reform Administration of Mayor Strong. His marvelous work in the latter position is too recent to be referred to here. Uninfluenced by any motives but a high sense of public duty, he brought order out of chaos and commanded by his fearless conduct the admiration of every law-abiding citizen of the Republic. He enforced the laws as he found them on the statute books without regard to his own preference or consequences prejudicial to himself or to his party that might follow. He resigned upon the request of President McKinley, in order to assume the position of Assistant Secretary of the Navy.

In his new department he displayed his accustomed energy and zeal. As President of the Strategic Board, he was tireless in the preparations for the contest he felt was destined to come. He pushed repairs on the ships, worked for the Personnel bill, visited the various Naval Reserves throughout the country, and, in fact, left nothing undone to assure the highest degree of efficiency in the navy.

The public is agreed that very largely to him may be attributed the perfect condition of preparedness which characterized our ships and which rendered certain their success in the recent war. Upon the outbreak of hostilities Mr. Roosevelt applied for active service in the army, having had military experience as a Captain in the Eighth Regiment of the National Guard. President McKinley and Secretary Long, in accepting his resignation, bore testimony in burning words of approval, to his inspiring influence and invaluable services in the Navy Department. It may truly be said that no official of this Government has ever received as high commendation from such distinguished sources as Theodore Roosevelt received from the President of the United States and the Secretary of the Navy. His fearless conduct in Cuba will ever dwell in the hearts of his grateful fellow-countrymen and need not be referred to by me.

Truly, the career of Theodore Roosevelt is an object lesson to our young men. It should teach them that there is a higher and nobler ideal than the acquisition of fortune, and that service to one's country is the first duty of patriotic citizenship. Mr. Roosevelt has well and truly said: "A would-be upper class, based mainly on wealth, in which it is the exception and not the rule for a man to be of any real account in National life, whether as a politician, a literary man, or otherwise, is of necessity radically defective and of little moment."

Mr. Roosevelt has been always a believer in a strong and dignified foreign policy for this Government. His publications upon the Revolution, the war of 1812, the Monroe Doctrine, and various questions of international moment breathe a virility and strength of character that stamp him as the true American. He never believed in the policy of provincialism and isolation for the United States. In season and out of season he has preached the doctrine of maintaining the country's honor against the mewling advocates of surrender, National effacement, and "peace at any price." He believes that we should have a navy not second to that of Great Britain in power and efficiency. He is against entangling alliances with any foreign power, confident in our own strength to work out our destiny without alien assistance or intervention from any quarter. He does not favor the new-fangled idea of dependence upon England, nor that our foreign policy should be conducted under England's wing. He believes that to be an American should be the proudest boast of all true lovers of the Republic, and he regards with contempt the small but noisy group whose highest ambition is to be regarded as "Anglo-Saxon." The policy of negation, distrust, and defamation of popular government so long fashionable with a certain academic cult in our Eastern States has always found in Theodore Roosevelt a vigorous opponent.

Truly, his star is in the ascendant. Representing in every sense the highest type of chivalric American manhood, it is not to be wondered that his character should be the inspiration of the youth of our country. No man is better equipped than he to take an active part in the important issues which of necessity will arise in the new dependencies which have come to us in the Atlantic and Pacific, but in applying his genius and statesmanlike mind to such problems, let us hope that Col. Roosevelt will not neglect the continental policy to which the Republican Party committed itself in the St. Louis platform, the policy of extending the blessings of the Union to the entire northern portion of this continent, which certainly should receive impetus from the late war. European holdings in North America are anachronistic and the march of time makes them more so. Northward the star of the empire must now take its course.

Let Col. Roosevelt identify himself with this grand programme of National expansion, and not only the Governorship of New York, but the Presidency of the United States is within his grasp.

T. ST. JOHN GAFFNEY.

New York, Aug. 19, 1898.

A GERMAN COMPLAINT.

To the Editor of The New York Times:

Your editorials in Wednesday's and Thursday's issue of your paper regarding the German Navy and naval officers impress me with the idea that you do not desire to criticise fairly, but take the occurrence in question as another opportunity to give vent to your ill feeling toward everything that is German.

These two, as most of your former editorials dealing with Germany's action at Manila or elsewhere, were based on reports emanating from English sources, which certainly cannot be trustworthy enough for the standard of THE NEW YORK TIMES to pass such judgment about the German Navy and naval officers as you did in yesterday's issue.

So far each and every one of these English dispatches from Manila were found to be grave exaggerations of the real facts, when Admiral Dewey's direct reports reached us, and they are evidently sent out with the express purpose of creating discord between two friendly nations—a well-known English policy, which has so far always paid England well.

I know perfectly well that I cannot influence your attitude toward the Germans by these lines, but I cannot refrain from expressing my regret that you should unnecessarily hurt the feelings of a great many of your readers, who in every other respect admire your paper, by rather making it a point to pass hasty judgment only on anything concerning Germany.

A. LUDWIG.

Asbury Park, N. J., Aug. 19, 1898.

IRRIGATION IN THE WEST.

From The Dayton, (Ohio) Evening Herald.

We in Ohio do not know much about it, but it means a good deal to people west of the Mississippi. The change wrought by irrigation cannot be imagined by those who have lived their lives in the East. The middle of a gravely street, gray, powdery, and utterly unproductive, is a fair sample of the soil of Colorado, Arizona, and New Mexico. It will not grow a healthy dandelion. But when the Government gets the mountain streams running into these arid valleys, with little contributory rills passing between two rows of beets or berry bushes, then what wonders result! Peas, fifteen to a pod, that melt with tender sweetness in the mouth; peaches such as New Jersey never dreams of, and watermelons big and plentiful, and to be had for the asking. Colorado farmers look with great pity upon Ohio farmers, who are dependent upon the clouds for their crops.

They, the former, are independent of seasons. If a dry time befalls they open their sluice boxes, and things go on growing in order. The manner and quantity of the supply can be made to do anything with a crop. By applying water in one way potatoes may be large and few in a hill; in another, small and numerous. Water in too large quantities to grain at a certain stage will make it run to straw, and all know the effect of a rainy season upon fruit trees. Four acres of land producing four to five crops a year will supply a family. One-third of the area of the United States is owned by the General Government, and the greater part of this immense tract remains to be irrigated, when it will furnish homes to hundreds of thousands of people.

Irrigation is surely a wonderful factor in the great Western civilization. And it is beginning to receive more attention. The Seventh Congress is to be held at Cheyenne this Fall, and is being anticipated by all Westerners as a potent factor in the promotion of the water supply. Gov. Mount of Indiana points to irrigation as a solution of the greatest problem of modern times—now to relieve the congestion of the large cities and find homes for the tide of humanity that is constantly setting toward our shores.

NUGGETS.

Not a New York Monopoly.

New York may have the naval review, but she can't have all the enthusiasm.—Baltimore News.

A Last Resort.

"Gallagher is bound to find a wife."
"What has he done?"
"Started a chain letter proposal."—Cincinnati Enquirer.

Preoccupied.

Molly—I wonder why those chickens are called leghorns.

Dolly—Don't you see the little horns on their ankles?—Brooklyn Life.

The General and the Toreador.

One went in warlike paths to roam,
And now he's lost his pull.
The other sagely staid at home
And slew the placid bull.
—Washington Evening Star.

On Her Vacation.

"Dear me!" exclaimed Miss Southside, looking at the sleek, dappled bays that were hitched to the hay wagon, "this country air and sunshine makes even the horses freckled, doesn't it?"—Chicago Tribune.

ONCE MORE, MR. ALGER.

From The World-Herald, Omaha, (Ind.)

Suppose we listen while Gen. Merritt speaks of "Alger and His Campaigns."

From The Los Angeles (Cal.) Herald, (Dem.)

It would be in strict accord with the eternal decency of things if Col. Roosevelt should be invited to succeed Run Away Alger.

From The Chicago Times-Herald, (Dem.)

Perhaps Secretary Alger wouldn't object to signing a protocol with Teddy Roosevelt.

From The Manchester (N. H.) Union (Dem.)

Teddy Roosevelt, with the President's permission, may decide to take his Rough Riders back to Cuba just to spite old man Alger.

From The Des Moines (Iowa) Leader, (Dem.)

Up to the hour of going to press there was no report of a protocol signed between Alger and Roosevelt.

From The Buffalo Evening Times, (Dem.)

Wait till Col. Teddy Roosevelt resigns his commission and begins to talk out in meeting about the Secretary of War. Alger's ears will burn then.

From The Times, Richmond, (Dem.)

If Secretary Alger reads the newspapers he must feel that the air is filled with round robins.

From The Chicago Journal, (Rep.)

A correspondent writes to The Journal in defense of Secretary Alger. It is an interesting letter, but we decline to publish it on the ground of high public policy. It is immoral to defend Alger at the present time.

From The Pittsburg Post, (Dem.)

After all it may be that the Cabinet retirement rumor is going to work off a round robin on Secretary Alger.

From The Public Ledger, (Philadelphia,) (Ind.)

The hardships endured by our troops in transportation, both by land and by sea, are undeniable; they are testified to by a multitude of witnesses. If Secretary Alger does not know about them he must be both blind and deaf. If he does know about them, why does he not take steps to remedy them, and to discipline the subordinate officials directly responsible for them?

From The Buffalo Commercial, (Rep.)

Secretary Alger insists that he has been cruelly treated. The people would be resigned to his resignation.

From The Providence Journal, (Ind.)

If Secretary Alger does not resign before Congress meets it is possible that he may have to stand an investigation.

From The Commercial Appeal, (Memphis,) (Dem.)

Gen. Alger is prominently mentioned as a candidate for ex-Secretary of War.

From The Courier Journal, Louisville, (Dem.)

"And now," says a contemporary, "Mr. Alger has been endeavoring to interfere with the Navy Department. The conflict of orders to the Yosemite, with its crew of Michigan men, who didn't like to scrub decks, was due to Alger's meddling. As the story goes, there was a mighty call down from Mr. Secretary Long." What's the matter? Does not everybody know by this time that Alger was in command of the State of Michigan, land and water, and that Michigan was in command of the war?

From The Breckinridge (Ky.) News, (Dem.)

The only blunder of the War Department is Alger.

From The Baltimore News, (Dem.)

Secretary Alger's slumbers continue to be rudely disturbed by the matin song of the round robins.

From The Times Democrat, (New Orleans,) (Dem.)

Alger went about his corrupt work in an adroit fashion. Knowing that the Senate would have a good deal to say about his appointments, he invited Senators themselves to suggest the names of some of their friends for appointment in his department, and of course Senators never refuse a good offer. They threw in the names of friends by scores, and Alger had them immediately appointed. And so it turns out that many members of the United States Senate have friends in the Quartermaster's and the Commissary Departments—their friends being equally incompetent with Alger's own. A number of the leading members of the House also were taken into the scheme, and had places made for their friends, and it is from this adroit arrangement of Alger's that we are driven toward the conclusion that there will be no investigation, or that, if it has to be made under the pressure of public opinion, it will by preconcert accomplish nothing.

TROUBLE IN SQUAWVILLE.

From The Denver Post.

There is trouble here in Squawville, an' it's gettin' wuss an' wuss,
An' the men have no ambition but to set aroun' an' cuss,
Fur the wimmen have arisen an' are b'ilin' in their wrath,
An' a swearin' they will sweep us from progression's up'ard path.
Every breeze is fringed with cusses, an' the echoes trimmed with swear,
An' there's woe an' tribulation 'mong the men folks everywhere,
An' we only keep our status at an independent point
By our frequent visitations to the Squawville licker joint.

Never was the leastest flicker in the ol' domestic lamp
Till them cussed Denver papers got a comin' into camp,
An' our wimmen got to readin' of that hen convention there,
An' a whisperin' to each other with a summat secret air.
They would talk acrost the fences an' they'd chatter in the store,
An' they'd meet upon the sidewalk an' would flirt their chins some more,
An' if any man should happen to git near 'em in their talk,
They would sassily advise him fur to go an' take a walk.

When I asked my woman Marthy what the razzle-dazzle meant,
If their plottin' an' their whisperin' had any vile intent,
She replied in sassy manner that the sun o' woman's sphere
Was a risin' in the heavens, an' a risin' mighty clear,
That the shackles of oppression was a fallin' from their limbs,
An' they'd shatter of the spirit of the overbearin' hims,
An' they'd seize the reins of power an' they'd hold 'em mighty tight,
Till the flag of Independence waved from Freedom's dizzy height!

Ort to seed her snappy gestures when she made that lofty screech,
Which the same was a quotation from a Denver woman's speech,
An' she hastened to inform me when she fiddled I must dance,
Fur in future she'd be wearin' of the figgerative pants.
I could see the scrappy lightnin' scintillatin' in her eyes,
Which deterred me from a lettin' of my angry passions rise,
Fur I knowed enough o' Marthy fur to give her all the track
When her temper was a b'ilin', an' her feelin's out o' whack.

Now they've called a mass convention of the wimmen of the camp,
As their poster bills express it, fur to "light the Freedom lamp,"
An' they say that they're goin' fur to nominate a may'r,
An' they're goin' to elect her an' to squat her in the chair.
Every officer of Squawville is a goin' to be a she,
They'll reverse the present sex of the municipality,
An' will squelch the sale of licker, 'cept to sich as go an' git
From the mayoress presidin' a medicinal permit.

So there's trouble here in Squawville, an' it's gittin' wuss an' wuss,
An' we haven't no ambition but to set aroun' an' cuss,
Fur the wimmen have arisen an' usurped the bloomin' camp,
An' the men that doesn't like it has the privilege to tramp.
An' the cussed Denver papers is responsible fur all
Of our scorchin' tribulation, of our wormywood an' gall,
An' we're willin' in our trouble fur to honestly confess
There's a heap more fact than fiction in the power of the press.

THE PHILIPPINE SITUATION

There Is Still Doubt as to Whether the Archipelago Becomes Ours or Not.

DEWEY HAS SENT NO WORD

Believed that the Surrender in the East Will Be of No Avail, Since the Result Had Been Accomplished with Peace.

WASHINGTON, Aug. 21.—Conditions about the State, War, and Navy Building have assumed their normal aspect. Only a few clerks were on duty in the principal bureaus to-day, and they did only a few hours' work. Acting Secretary of the Navy Allen said this evening that this had been the quietest day in his department since the destruction of the Maine. During the afternoon he received sixteen dispatches, fourteen of which related to the movements of vessels, arrivals or departures, the remaining two referring to matters of the merest detail. Nothing was received to-day from Admiral Dewey, notwithstanding cable communication with Manila had been opened.

Among the war officials the terms of the capitulation of Manila, as cabled by Gen. Merritt, were a topic of discussion. No light has been thrown upon the terms by Gen. Merritt. He cabled the text of the agreement, expecting probably to forward by mail the construction placed upon it by the American and Spanish officers at Manila.

Unofficial advices from Manila received previous to the arrival of the text of the terms indicate that the capitulation of the city includes the surrender of the Philippines and that the Spanish sovereignty over the entire archipelago was temporarily at least at an end. This view is not sustained by the conditions of the surrender as cabled by Gen. Merritt, and it may be said it is not the view taken by the best informed officials of the Administration. While some of the war authorities last night were inclined to the opinion that the articles of capitulation, necessarily temporarily and naturally somewhat elastic in their phraseology, might be construed to mean the surrender of Spanish control over the entire Philippine group, the prevalent opinon now is that they mean precisely what they say and that the surrender includes only the city of Manila and its immediate surroundings, or "suburbs," as it is expressed in the articles.

It can be said authoritatively that the President is quite satisfied with the terms as made by Gen. Merritt and Admiral Dewey. Their instructions afforded them considerable latitude for individuality of action, the President feeling confident that they would secure the best possible terms in the circumstances. That they have done so, he is certain.

It is pointed out that the terms of the capitulation of Manila can have but little effect upon the action of the Paris Peace Commission, in any event. The protocol as signed by the accredited representatives of the Governments of the United States and Spain provides for the cession of the city, bay, and harbor of Manila to the United States, and leaves to the Peace Commission to determine the disposition and government of the Philippine Islands. Whether, therefore, Spain is to retain her sovereignty over the islands is a question to be decided by the Paris commission. The action of the commission is circumscribed by the provisions of the protocol, while the terms of the capitulation of Manila, it is suggested, can have very little more serious effect upon the commission's work than those of the surrender of Santiago.

During the day few of the officials of the War Department were at their desks for longer than an hour or two. A little routine business was transacted, but the officials generally were taking a long-needed rest. Early in the afternoon Adjt. Gen. Corbin received a dispatch from Gen. Merritt. It read:

"Manila, Aug. 21, 1898.

"Major Gen. Otis, with steamers Peru and City of Puebla, has arrived. All well. No casualties.

MERRITT."

This was the second dispatch from Gen. Merritt since the opening of cable communication with Manila, the first, received last night, announcing that cable communication had been restored.

OUR LOSSES AT MANILA.

Reported that They Will Number Forty-six Killed and About One Hundred Wounded.

HONGKONG, Aug. 21.—A dispatch from Manila, dated Aug. 18, says the total number of killed on the American side during the attack upon and capture of Manila was forty-six, and of the wounded about 100. The Spanish losses were 200 killed and 400 wounded.

The fire of the Americans did practically no damage to the town or to the non-combatants. The Americans had considerable difficulty in keeping the insurgents out of the city, only admitting those who were without weapons.

Five insurgents were shot while looting at Tondo. An insurgent officer became involved in a quarrel with a Spaniard in the Escolta, in the Banonda suburb, during which the Spaniard fired upon the insurgent, inflicting wounds in the latter's legs. The Spaniard was arrested and imprisoned.

Gen. Merritt has issued a proclamation decreeing that the provisional Government and the local authorities shall retain their offices, and that everything shall remain unchanged for the present except so far as the supreme jurisdiction is concerned. The proclamation further declares that any native who resists the present authorities shall be treated as a lawbreaker.

Gen. Jaudenes, in the course of an interview, said he knew the fight was a hopeless one, but that he intended to resist the Americans in the name of honor, but was persuaded to surrender for the sake of the non-combatants. He eulogized the Americans for the humanity they have shown.

Serious trouble is threatened by the insurgents because they were prevented from having their own way. They assert that they are able to render the islands untenable for anybody.

MERRITT MILITARY GOVERNOR.

Fears in Manila that We May Give the Islands Back to Spain—Rebels Are Submissive.

LONDON, Aug. 22.—The Manila correspondent of The Daily Telegraph, in a dispatch dated Sunday, says:

"Gen. Merritt has proclaimed a government of military occupation. The news of the armistice arrived on the 16th. It is feared that the Americans may restore the Philippines to Spain, and thus reinaugurate a fresh period of tyranny, extortion, and rebellion. The Spanish guarantees for freedom of the press and religion and for just administration are useless unless under foreign supervision.

"The Americans found $500,000 in the Spanish Treasury.

"The unfinished message which I sent you last Saturday was dispatched while street firing was still proceeding. This proved to be the solitary incident. It arose from the fact that the Spaniards in the suburbs were not aware that the surrender had occurred.

"Foreign opinion is loud in praise of the action of the American commanders in excluding armed rebels from the city. There is good reason to believe that their firmness saved Manila from pillage.

"A week ago there appeared to be a possibility of collision with the rebels, but there is no danger now. Everything is quiet."

PRESIDENT TO THE VICTORS.

WASHINGTON, Aug. 21.—President McKinley to-night cabled to Admiral Dewey and Gen. Merritt his congratulations and the Nation's upon their capture of Manila. The text of the dispatch to Admiral Dewey is as follows:

Executive Mansion, Washington, Aug. 21, 1898.

Admiral Dewey, Manila:

Receive for yourself and the officers, sailors, and marines of your command my thanks and congratulations and those of the Nation for the gallant conduct all have again so conspicuously displayed.

WILLIAM M'KINLEY.

Following is the text of the dispatch to Gen Merritt:

"Executive Mansion, Washington, Aug. 21.

"Major Gen. Merritt, U. S. A., Manila:

"In my own behalf and for the Nation, I extend to you and the officers and men of your command sincere thanks and congratulations for the conspicuously gallant conduct displayed in your campaigns.

WILLIAM McKINLEY.

WEST INDIAN OPPORTUNITIES.

Evidence that the Natural Course of Commerce Is Toward the United States.

WASHINGTON, Aug. 21.—The Bureau of Foreign Commerce of the State Department has isued advance sheets of reports of Consular officers in the West Indies. These reports are in many respects of a special character, supplementary to those regularly made, and are in response to a circular sent out by the department, dated Aug. 10, 1897, requesting information on the trade and commerce of the various ports and islands to which the Consuls were accredited.

Most of the statistics furnished, therefore, are old, being for the years previous to the compilation of the reports. They show, however, that in some of the islands the business interests have suffered greatly from "hard times" due, as one Consul described it, to the depressing conditions existing here, but most generally to internal causes. Jamaica, particularly, had experienced two years of severe commercial depression. Contracted business operations are complained of in several cases. There were agreeable exceptions to this gloomy condition and outlook so far as trade with the United States is concerned, but they were limited mainly to the Bahamas and the Barbados.

The Consuls in Cuba, generally, were unable, owing to the indifference of the Spanish officials, to furnish the statistics desired. Merchants were buying but few goods and were confining them to the necessaries of life. The Consul at San Juan, Puerto Rico, says the volume of business between that island and the United States for 1895 was as follows:

Imports, $1,970,000; exports, $1,573,000. With the exception of wire and tin manufactures, the United States was far behind England and Germany in the classes relating to stone, glass, petroleum, and metal and its manufactures. In the oil, drugs, and chemical class, the United States was largest after Spain. In wool manufactures the importations were nothing compared with those from England and Spain, and in paper, books, &c., the United States made a respectable showing after Spain. In the wood schedule, the United States was first. In the items of scales and boilers, the United States was first, as it also was in provisions. The Consul added:

"I wish to call especial attention to the position occupied by the United States in reference to the volume of trade with this island in comparison with that of other countries. Naturally, Spain is first, with the United States second, and this position has been the prevailing one for years, showing that the natural tendency and gravitation of the trade of the island is toward the United States. With a more liberal tariff policy and less discrimination toward the United States, this trade could be largely augmented and would become equal or superior to the volume of business transacted with Spain. The reciprocal relations with Spain, although only in existence for a short time, greatly increased the volume of trade between the island and the United States, and show what can be accomplished in this direction. The fact is, without the tariff the United States would monopolize the whole of it."

New Cure for Rheumatism.

CHICAGO, Aug. 21.—Dr. E. C. Fortner, Cook County Physician; Warden James H. Graham, and Dr. John T. Thoren have been experimenting at the County Hospital with a new cure for rheumatism, gout, and several inflammatory ailments, and appear to have achieved remarkable results. The treatment is the application of intense dry heat to the seat of the disease. This is done by means of a machine into which the hand, leg, arm, or even the human trunk is placed, and isolated from the outer air. Patients at the hospital declare that they have approached this machine cripples from rheumatism and gout and have left it with immediate relief.

Pain's Special Carnival.

There will be a special afternoon and evening carnival at Manhattan Beach on Thursday under the management of Pain, the fireworks man. At 6 P. M. submarine mines will be exploded. These mines are of the same character as those used by the Government at Sandy Hook and Willets Point. The explosions will be under the direction of Prof. H. Julius Smith of Pompton, N. J., assisted by United States Engineers. Two thousand pounds of high explosives will be used. There will be comical kite flying by Sam Wah on the western lawn, and a display of Japanese daylight fireworks in the fireworks inclosure. At 7:30 P. M. the grounds will be illuminated with Pain's prismatic lamps and Japanese lanterns. At 8 o'clock Pain's "Fall of Manila" will take place.

Martel and Mlle. Lisette Here.

Among the passengers from Europe who arrived here yesterday were Oscar Martel and Mlle. Lisette. Martel is Kapellmeister to King Leopold, and will give a series of violin recitals in this country. Mlle. Lisette is said to be champion woman bicyclist of the world, and holds the 200 kilometer record of France. She will compete in the women's races at the Minneapolis Festival of Fire during the week of Sept. 5.

Y. W. C. A. Entertainment.

Another entertainment will be given tonight in the rooms of the Young Women's Christian Association at 7 East Fifteenth Street. This will be "A Visit From Mother Goose," in which the odd old characters of the book will be impersonated. All women are invited to attend.

"Why Smith Left Home" Produced.

CHICAGO, Aug. 21.—"Why Smith Left Home," the new farce by George H. Broadhurst, was produced at the Columbia Theatre and met with instantaneous success. The house was packed and many persons were turned away. Maclyn Arbuckle, Annie Yeamans, Marion Giroux, Fred Peters, and Frank Hatch made hits.

No Outside Interference.

VENNA, Aug. 21.—An important communication published in The Abend Post says: "The Philippines' future is a matter for the United States and Spain to decide without outside interference."

The Fate of Spanish Fours.

LONDON, Aug. 21.—Spanish bonds have fallen 2 points, to 40¼, on Paris trying to sell when there were no buyers. The papers declare that they must fall to the lowest year's price—29¾—before buyers will be found.

SOCIETY AT NEWPORT.

Large Attendance at the Casino—Prospective Peace Carnival Plans.

NEWPORT, R. I., Aug. 21.—The Casino this evening was well worth visiting, and hundreds of people did so. It has been several years since so large an attendance has been noted. There was a concert by Mullally's Orchestra, and the illuminated grounds proved an agreeable feature. At the grillrooms all the tables were in use, and every nook and corner where a table could be spread was called into service. Among those entertaining at dinner were Mrs. Potter Palmer, Mrs. A. Lanfear Norris, Mrs. Charles Russell Hovey, Miss McAllister, Mr. A. De Navarro, and Mrs. G. G. Haven.

Thomas F. Cushing entertained at dinner to-night.

Mrs. William R. Travers and Mrs. E. Rollins Morse entertained at luncheon to-day at the Golf Club.

Mrs. H. M. Brooks will give a dinner dance to-morrow evening.

Dinners will be given to-morrow evening by Lispenard Stewart, Mrs. F. O. French, Mrs. Elbridge T. Gerry, and Mrs. Arthur T. Kemp.

Congressman Boutelle has arrived at Jamestown for a short visit.

Rear Admiral Benham, United States Navy, is a guest at the Torpedo Station.

Mrs. Edward Parsons entertained at dinner this evening.

E. J. Berwind and Mr. and Mrs. Charles Russell Hone have returned from New York.

Mrs. Henry T. Sloane has cards out for dinner on the 29th and 31st inst.

Count van Densteen dejhay, Belgian Minister to Brazil, is at the De Logerot.

There is a plan on foot to give a ball at the Golf Club by twelve bachelors of the Summer colony, in the near future.

George L. von Meyer will entertain at dinner at the Golf Club Thursday evening.

Mrs. William Grosvenor and Reginald Brooks entertained at luncheon this afternoon at the Golf Club.

The Westchesters and Meadow Brooks will play a polo match on the old grounds Tuesday.

It looks to-night as if the peace carnival would be held here immediately after the Horse Show. Senators Wetmore and Aldrich and Congressmen Bull and Capron are using their influence with the Navy Department to have a part at least of Admiral Sampson's fleet come to Newport. If an affirmative reply is received from the Navy Department, the Fête Committee will make elaborate preparations for carrying out a monster programme, which will include a parade of the naval apprentices from the training station, the regular troops, the Forty-seventh New York Volunteers from Fort Adams, the local militia, and bicycle clubs.

The race for the O. H. P. Belmont Cup in the morning, illuminations in the city, and a float with a brilliant display of fireworks in set pieces and a parade of illuminated boats at night will be incidents of the programme. It is the purpose of the committee to invite the President, Cabinet officers, and Gov. Dyer to Newport if the present plans are carried out.

Charles C. Paulding of New York is visiting Chauncey M. Depew at Pinard Cottage No. 4.

Mrs. N. D. Clapp gave a large dinner party this evening.

Nahan Franko Going to Newport.

Nahan Franko and his orchestra will play at the musicale to be given on Tuesday by Mr. and Mrs. Cornelius Vanderbilt at The Breakers, Newport. The Kneisel Quartet, Miss Eustis soprano; Evan Williams, tenor, and others, will assist.

PLOTTED ANOTHER'S LYNCHING.

Hollis, the Georgia Murderer, Tried to Have Reese Die for His Own Crime.

AMERICUS, Ga., Aug. 21.—Hamp Hollis, the negro who was lynched fourteen miles from here yesterday for a double murder, was the originator of a plot by which he was to escape the consequences of his crime with the aid of his wife, and Eugene Reese, an innocent negro was to have paid the penalty at the hands of the mob

The only possible animus for the crime was the theft of a side of bacon from the McGarrah household, committed by Hollis's wife last week. The deed was quickly traced to the negress, and the accusation threw her and her husband into a savage mood. It was arranged that Hollis was to murder Mrs. McGarrah and her son by a first husband, James Boone. This was accomplished, and the murderer then bound his own wife to a tree in the near-by forest, and when found she declared she had been assaulted by Reese, who had, according to her account, committed the murder.

Hollis, armed with a shotgun, early joined the mob, and as soon as suspicion was directed toward Reese, was loud in demands for his blood. The innocent man would have been hanged had not cool heads in the crowd prevailed. Finally Reese was bound hand and foot while the mob looked still further for evidence before swinging him up.

Hollis flourished his weapon in the negro's face, loudly threatening his life, and urging the white men to hang him forthwith. In the meantime his wife weakened, and told where the bloody axe and clothes could be found.

While in the very act of gloating over Reese, Hollis was seized and with few words from the men whom he had attempted to deceive strung up to a tree.

Had not the axe and clothes been found Reese would have paid the penalty for Hollis's crime. It is believed that an involved plot existed, and Reese and the Hollis woman, with other negroes, have been detained.

PROSPECTS IN ILLINOIS.

Claims of Prospective Victory Made by Congressional Candidates.

SPRINGFIELD, Ill., Aug. 21.—A lively fight is on in the Seventeenth District because of B. F. Caldwell's nomination by the Democrats. He is opposed by Isaac R. Mills of Decatur, a popular man in the district, and both are vigorous talkers. The district is Democratic by 1,000.

Congressman Jett of the Eighteenth District is the only Illinois Democratic member who was renominated. The Republicans are likely to nominate "Ben" Johnson. The regular Populists want to support Jett because the Middle-of-the-Road faction has nominated "Fred" Morse against the others' wishes. Jett expects election by an increased majority.

In Peoria the Republicans of the Fourteenth District expect a hard fight, whether they renominate Congressman Graff or not. The Democrats have put Charles N. Barnes in the field, and claim he is the most popular in the district. Republican majorities have been largely cropped.

Ottawa (Eleventh District) Democrats have nominated ex-Attorney General Maloney, the enemy of trusts and monopolies, and expect to elect him.

Joseph A. Ray, an attorney, only thirty-two years old, is the Democratic opponent of Congressman Marsh. He believes he will win by 2,000, and he is making a vigorous campaign.

CHARLESTON, Ill., Aug. 21.—Judge Joseph B. Crowley heads the Democratic ticket against the Rev. W. W. Jacobs. The district went Democratic last time by 1,000.

EAST ST. LOUIS, Ill., Aug. 21.—In the Twenty-first District Fred Kern, the Democrat, is faced by W. A. Rodenberg, Republican, and W. T. Queimals, Populist. The Democrats are firmly united and the Populists do not expect to poll a heavy vote.

In the Sixteenth District W. E. Williams, who beat Hinrichsen for the nomination, believes he can be elected by a sweeping victory over J. H. Danskin, the Republican nominee, whose friends show no hope of electing him.

Diamonds Stolen at Narragansett.

NARRAGANSETT PIER, R. I., Aug. 21.—A diamond robbery was reported to the police to-day by Mrs. J. O. Bonnell of Youngstown, Ohio, a guest at one of the hotels here. The jewels were solitaires set in rings and are valued at several hundred dollars.

The Anglo-American League.

LONDON, Aug. 22.—Dr. Samuel Smith of St. Paul, Minn., delivered an address in Westminster Chapel last night on behalf of the Anglo-American League. A large congregation was present.

WHAT SPAIN WILL ASK

A Committee at Madrid Is Preparing Instructions for the Spanish Peace Commissioners.

THE PHILIPPINES A PROBLEM

Public Buildings in Puerto Rico and Cuba Not to be Transferred Until They Are Paid For by Americans.

LONDON, Aug. 22.—The Times's correspondent in Madrid says:

"A committee composed of Duke Almodovar de Rio, the Foreign Minister; Señor Romero Giron, Minister of the Colonies; Lieut. Gen. Correa, Minister of War, and Capt. Aunon, Minister of Marine, is preparing instructions for the Cuban and Puerto Rican Commissioners, which will be dispatched on Aug. 31, so as to arrive within the time fixed by the protocol.

"In these instructions attention will be called to the distinction between cession of territory and cession of sovereignty. In the latter case it seems to be maintained here that buildings and public works remain the property of the sovereign power until they are paid for by the new Government.

"Certain members of the Cabinet are of the opinion that the commission will have first of all to determine some legal and administrative modus vivendi during the transitional period until the evacuation is completed. Meanwhile the Government will probably call the attention of the Cabinet at Washington to the fact that while the insurgent leaders profess to accept the armistice their subordinates continue to carry on hostilities against outlying Spanish garrisons.

"While the Government thus devotes its attention for a moment chiefly to questions of detail relating to the Antilles, much anxiety is felt with regard to the Philippines question, which is likely to create much more serious difficulties. On this subject very little guidance is afforded by the studiously vague terms employed in the protocol.

"These words have been carefully examined with the aid of all available dictionaries, not only by the Spanish Ministers, but also by the diplomatic representatives of several foreign powers, and all seem agreed that in drafting this part of the protocol President McKinley's aim was simply to keep a free hand for himself until he should have time to collect information and decide what policy the United States should adopt in the Far East.

"All possible questions regarding the future of the Archipelago are thus left open and both Government and public opinion here seem in doubt as to what line shall be taken by Spain in the forthcoming negotiations. Much will depend, of course, on the attitude assumed by the United States Government, and, consequently, the conflicting currents of American public opinion are watched here with the keenest interest.

"The attitude of the powers having Far Eastern interests is also much speculated upon. It is believed that Germany will not allow great territorial changes without having something to say therein. The Ministers still declare that official dispatches respecting the capitulation of Manila have not been received. Therefore the Augustin incident is unexplained. Mail advices confirm the transference of administrative authority from Gen. Augustin to the Governor of the Visayas Islands.

"The Heraldo of Iloilo of June 21 publishes an official telegram from the Minister of War, Lieut. Gen. Correa, investing Gen. Rios with all the attributes and power exercised by the Captain General of the archipelago in all the islands under his command. Gen. Augustin, therefore, even if he had remained in Manila, had, in the opinion of the Spanish Government, no right to surrender anything but the city and its immediate environs; but the Americans might perhaps make difficulties about admitting this doctrine. Fuller information ought very soon to be available."

THE VATICAN'S REQUEST.

For the Catholic Church in Newly Acquired Territory a New Hierarchy Will Be Asked.

LONDON, Aug. 22.—The Times's Vienna correspondent says:

"The Politische Correspondenz publishes a dispatch from Rome to the effect that the Vatican will immediately open negotiations with the United States for the appointment of a new hierarchy in the Spanish colonies which come into the possession of America. It is anticipated that an arrangement will be made similar to that made after the annexation of Mexican territory by the Republic. There the Spanish clergy were gradually superseded by priests of other nationalities, chiefly by Frenchmen.

"The latter were found to be better suited to the purpose than English or Irish priests, as they more readily acquired a knowledge of the Spanish language and secured the confidence of the inhabitants. It is thought probable that a similar course will be adopted in Cuba, Puerto Rico, and, perhaps, eventually in the Philippines."

THE SITUATION IN MADRID.

MADRID, Aug. 21—10 P. M.—It is stated that the Cabinet has decided to make representations to the Washington Government regarding the conduct of the insurgents in continuing to attack Spanish detachments. It also agreed to pay the repatriated soldiers their arrears of salary when they land in Spain, and resolved to purchase 250,000 kilos of silver for coinage.

"The question of the personnel of the Peace Commission has not yet been definitely decided. The Government is displeased with the attitude of Captains General Macias and Blanco. The latter has again positively declined to preside over the evacuation of Cuba. The Captain General of the Canary Islands was removed, owing to his failing to agree with the War Minister's arrangements regarding the disposition of troops.

The Catalan Party in Barcelona is agitating for the creation of an administrative provincial council, offering to pay the State 20,000,000 pesetas annually for the privilege of autonomy.

Owing to the censorship, there are conflicting reports regarding the real attitude of the Carlists. It is alleged that the authorities in several provinces have discovered startling traces of the Carlist propaganda among officers in Catalonia and Aragon, thirty officers being involved. This discovery, it is said, has greatly annoyed the Government.

It is understood that Spain has offered England a satisfactory explanation regarding the fortifications being erected near Gibraltar, asserting that they were only being constructed in view of expected American aggressions. The good relations of the two Governments, it is declared, have not been disturbed.

LONDON TIMES ON SAGASTA.

LONDON, Ag. 22.—The Times this morning, commenting upon Señor Sagasta's utterances, published in El Liberal of Madrid expresses the opinion that too much stress should not be laid upon them, but admits that talking of the fate of criminals in Cuba, &c., seems to approach trifling with the main issue.

"The references to Spanish property in Cuba," The Times says, "imply that the United States cannot be trusted to observe the dictates of equity and good sense. To enter upon the negotiations in this carping spirit will not conduce to a speedy conclusion of them. In fact, altogether, Spain appears to be raising rather absurd contentions."

Report of Bank of Spain.

MADRID, Aug. 21.—The Bank of Spain's report for the week ended yesterday shows the following changes: Gold in hand, increase, 1,741,000 pesetas; silver in hand, increase, 4,467,000 pesetas; notes in circulation, decrease, 5,687,000 pesetas.

Supplies Ready for Havana.

MADRID, Aug. 21.—Large quantities of supplies for Havana are being collected at Barcelona, Cadiz, and Santander. Steamers have been selected to bring home the troops from the Antilles.

Spain Disbanding Her Army.

MADRID, Aug. 21.—The Spanish troops at San Roque have been ordered to Barcelona, where they will probably be disbanded, unless the Carlist agitation attains importance.

Don Carlos Urges Reconciliation.

MADRID, Aug. 21.—Spain is absolutely quiet. Don Carlos has given his partisans strict orders not to commit acts of rebellion, while the divisions among the Republicans render that party powerless.

Spain's Puerto Rican Commissioners.

MADRID, Aug. 21.—The Puerto Rico Commission, it is announced, has been appointed. It is composed of Admiral Vallarino, Gen. Orenga, and Señor Sanchez Delaguila.

ENGLAND'S DEMAND OF SPAIN.

Great Britain Wanted to Know Spain's Motive in Building Menacing Fortifications Near Gibraltar.

MADRID, Aug. 21.—In the course of an interview had last night with a member of the Cabinet by a representative of The Associated Press, the Minister said England had presented a note to Spain asking for explanations on the subject of the fortifications being erected by Spain near Gibraltar, which, the note declares, are unjustified in view of the good relations existing between the two countries.

LONDON, Aug. 22.—The Daily Mail's Madrid correspondent says:

"England's remonstrance against the erection of fortifications in course of building at Sierra Carbonara, opposite Gibraltar, was the result of a little diplomatic skirmish. Some time ago England offered Spain her good offices in the American conflict. Spain refused, and it is supposed that England resented this, because shortly afterward she sent the Madrid Government a note containing questions and observations regarding the fortifications, intimating that they were a menace to Gibraltar.

"Spain answered that she could likewise consider the fortification of Gibraltar as a menace to the neighboring Spanish territory, and sustained the right of every nation to build its defenses on its frontiers. This, Spain declared, had been done on a great scale in the Pyrenees without France protesting. There the matter rests."

THE POPE HOLDS A RECEPTION.

In Honor of His Saint's Day, His Holiness Celebrates.

ROME, Aug. 21.—The Pope to-day held a reception in honor of his saint's day. Many prelates, nobles, and representatives of Catholic associations were in attendance.

His Holiness appeared to be in good health and spirits, and in spite of the length of the reception, which lasted an hour and a half, showed no signs of fatigue. He was the recipient of a large number of gifts.

FOR THE PACIFIC CABLE.

A Meeting in New South Wales for Its Promotion.

SYDNEY, N. S. W., Aug. 21.—The Right Hon. Sir Hugh Muir Nelson, Premier of Queensland; the Right Hon. Sir George H. Reid, Premier of New South Wales, and the Right Hon. Sir George Turner, Premier of Victoria, met in conference on Saturday and discussed plans for a Pacific cable.

They decided to make the definite offer that if Great Britain and Canada collectively would guarantee five-ninths of the cost of laying the new cable, they would recommend to their respective Legislatures to contribute one-ninth each, asking New Zealand to contribute the remaining one-ninth.

STEAMER TOLEDO FOUNDERED.

Narrow Escape of the Crew in a Large Lifeboat.

FALMOUTH, England, Aug. 21.—The British steamer Toledo, Capt. Wishart, which sailed from Galveston on July 20 for Rotterdam, struck on Crim Rock, Scilly Islands, last night in a dense fog, and foundered almost immediately in twenty-five fathoms of water. There was just time to launch a large boat, and all were saved, many clad in their night clothes only.

The Toledo was built in Sunderland, in 1882, for John Tully, and hailed from that port. Her net register was 1,818 tons, gross register 2,848 tons. She was 301 feet long by 42.1 feet in breadth, and 28.7 feet depth of hold.

MADRAZO, THE PAINTER, DEAD.

He Executed Portraits of Vanderbilts, Astors, and Drexels.

MADRID, Aug. 21.—The death is announced of the celebrated Spanish painter, Madrazo.

Don Raimundo de Madrazo was born in Rome, July 24, 1841, and was a son and pupil of Federico de Madrazo, being, like his father, a genre and portrait painter. He studied at the École des Beaux Arts, in Paris, and later of Léon Coigniet. He won a medal of the first class at Paris in 1878. His works are: "After Vespers," "Andalusian Singer," "La Aventurera," "Playing Guitar," "The Gypsy," "End of a Masked Ball," portrait of Mrs. A. T. Stewart, New York, "The Comic Newspaper," "Fair Masquerader," portraits of William Astor, William H. Vanderbilt, Henry C. Gibson, A. J. Drexel, and Alexander Brown. His father died in 1894. His brother, Don Ricardo, has acquired a reputation in water colors.

Madrazo visited the United States not long ago, and was received everywhere he went with marked attention. Few foreign painters have executed the portraits of so many conspicuous Americans as he.

Fatal Accident in the Alps.

VIENNA, Aug. 21.—News of a terrible accident to two brothers named Kortula, has been received here. On Friday last while making ascent of the Geisterspitze, in the Ortler Alps, tied together, one of the brothers fell into a fissure. The other brother faced the alternative of cutting the rope or of both being killed. He cut the rope and his brother fell into a mountain torrent and was drowned.

American Street Cars for Japan.

ST. LOUIS, Mo., Aug. 21.—A local street car manufacturing company is negotiating a contract for the completion of the largest order for street cars ever made by an American manufacturing company for use in Japan. The contract will call for 150 of the finest motor cars ever turned out in this city, and when they are completed they will be shipped via San Francisco direct to Kioto, Japan. Within the next ten days a party of Japanese capitalists will arrive here direct from the Orient to complete the details of the contract and work will at once be commenced on the new cars.

IN FOREIGN LANDS.

The Military Courts of Italy.—The Rome correspondent of L'Indépendance Belge paints a horrid picture of the way justice is administered by the military courts of Naples, Florence, and Milan, which cities were placed in a "state of siege" by Gen. Pelloux, the Italian Minister of War. The procedure was the outcome of the riots which took place last Spring in certain Italian cities. In Naples the military court sat in judgment before 983 prisoners, of whom 754 were men and 227 women. The court condemned 812 and released 171. The sum of the time for which the condemned are to suffer punishment amounts to 648 years 11 months and 21 days; 80 years and 6 months of police surveillance; fines amounting to 50,027 lire, which, at 10 lire a day, represents yet a supplement of 13 years in prison. In Florence the sum of the sentences amounted to 375 years 9 months and 10 days. Forty received sentences varying from 3 to 30 years. In Milan, by a single act, the court distributed 278 years of imprisonment among 50 prisoners. Senior Rondani, the Deputy, who is about thirty years of age, received a sentence of sixteen years' imprisonment. The writer in L'Indépendance Belge thus describes a trial that he witnessed in Florence: Antonio Febretti, a farmer, swore that he had worked from 5 o'clock A. M. till noon, in company with Nocentini, one of the accused, thus proving his alibi. The President of the court asserted that several witnesses had declared that they had seen Nocentini in the riot. Lieut. Thermes for the defense was ready to present eight witnesses who were ready to confirm the evidence of Febretti. Of these eight witnesses only one was admitted. The President said: "If there were fifty it would be the same thing. The gendarmes and the sergents de ville have deposed in a manner which proves that their memory is more lucid than that of the witnesses for the defense. The case is closed. The prisoner is sentenced to thirteen months' imprisonment." Another case was that of Andrea Donati, who could have proved that he was out of town at the time of the riot if the testimony of his witnesses were heard. He was sentenced to two years' imprisonment.

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Significance of a Russian Vice Consulate in Sistan.—The importance of Russia's move in establishing a Vice Consulate in Sistan will be comprehended when it is understood that the practical possession of this point threatens to make the eastern frontier of Afghanistan like the northern conterminous with Russia. The present State of Sistan, which at present can hardly support a meagre population, is such that the importance of its site has apparently been overlooked by the officials in Downing Street. But Sistan, by a peculiar system of irrigation, has supported in the past extensive successive Greek, Persian, and Mohammedan civilisations, the remains of which bear witness to the once prosperous condition of the place. Very little excavation work has been done there. The conditions, barring the loss of the irrigation facilities, are the same as those under the Greek or Persian monarchies, and it is the consensus of opinion among archaeologists who know the place that with very little trouble and expense Sistan could once more be populous and prosperous. But the particular importance of Russia's step is that the Czar has placed one more obstacle in the way of that Indo-European railway which Great Britain so eagerly desires. For some years Sistan has been the point aimed at by those Englishmen who were planning a great Indo-Persian railway. It would now appear that a branch of the Transcaspian Railway will be the first to carry Russian goods to Sistan and rivet Russian predominance there. This will be the immediate result of Russia's move, according to a writer in the National Zeitung of Berlin. The more remote possibilities are the re-establishment of Sistan itself. Sistan with little difficulty can be made the reservoir of all the waters of the surrounding hills and valleys of Persia and Afghanistan, as it was once. With its great capability of development, both agricultural and industrial, it would become the Herat of Eastern Persia. And it is argued that the development of Sistan will see a corresponding decline of Quetta and Kandahar, as well as the commerce that the British now control between Baluchistan and Persia, which, if only England had forestalled Russia in Sistan, might now prove to be capable of almost infinite development.

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The New Bishop of Calcutta.—The appointment of Bishop Welldon to the Bishopric of Calcutta is a move which is calculated to increase the influence of the Anglican Church in the Far East, for the new Bishop has very pronounced views upon ritualistic subjects, and believes in the theory of centralization. So, while there seems to be in England much dissension on account of ritualistic tendencies, the Church in India will probably continue to be a united body for some years to come. The Bishopric of Calcutta is now the most important under Anglican domination. Its discipline and ecclesiastical esprit de corps is more pronounced even than was the mother church in the early part of the seventeenth century. The Bishopric has been augmented since its foundation in 1814 in very much the same way that the British Constitution has been built up; it includes the metropolitical jurisdiction throughout India and Ceylon, embracing ten dioceses. The Indian Church Establishment is, strictly speaking, the only department of the Anglican Church in which the Bishops are paid from the public funds, as distinguished from ecclesiastical endowments. The first incumbent was Bishop Middleton, who was succeeded by Heber, the well-known hymn writer. Bishop Welldon succeeds Dr. Johnson, who retires after twenty-two years of service. The appointment is made directly by the Crown.

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Anglo-Austrian Trade.—The great engineers' strike in England last year, as has already been noted in these columns, caused the German manufacturers of machinery to exert themselves to the extent that their British market was very nearly doubled. The effect, however, that this influx of German articles had upon Austro-Hungarian industries has only recently become the subject of grave discussion in mercantile circles in the dual monarchy. The products of the latter are being steadily thrust out of English markets, and, with the gradual recovery of British industries, their place is being taken by those of German manufacture. Whole branches of industry in Austria, which formerly made a specialty of supplying the requirements of Great Britain, have lapsed into a state of depression which only measures of an exceptionally vigorous character will suffice to remove. These measures, it is believed, neither Austria nor Hungary in the circumstance of their internal troubles is able to take. The efforts made by English manufacturers to remove the danger of German competition are warmly approved in Vienna, although up to the present time such efforts have done little to weaken Germany's commercial foothold in the British Isles, while they have almost driven Austrian goods from the market. Combined legislation by Austro-Hungary and England is suggested, while the feeling in Vienna against the enterprising Teuton is rapidly increasing in acrimony.

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For an International Maritime Congress.—The Maritime Syndicate of France, which has its headquarters in Paris at 16 Rue de l'Arcade, has decided to organize an international maritime congress for deciding two questions which have been argued at great length by the British and American press, in the light of the Bourgogne disaster—What are the best means for avoiding collisions at sea, and more especially those taking place in a fog? and, in case of disaster, what are the best means of preventing loss of life? All persons desiring to take part in this congress, which will be held in Paris in the Fall at a date not yet announced, or having suggestions to make, should communicate with the syndicate at the above-noted address. Apropos of this, the Municipal Council of Paris has received a petition asking that a street in Paris should be given the name of Delonclе, after the Captain of the Bourgogne.

HEAVY WINDS IN THE WEST.

Several Families Reported Killed in Iowa Near Spirit Lake.

CEDAR RAPIDS, Iowa, Aug. 21.—A storm which came from the northwest did damage between Spirit Lake and Superior last night. The home of Herman Eggestein was blown down and Eggestein and his wife were killed.

Another family living between Superior and Spirit Lake is reported to have been killed. Several churches and outbuildings were wrecked. Corn and wheat in stack was blown down in every direction. Fields were devastated for a distance to the northwest.

Absconding Texas Murderer Caught.

WACO, Texas, Aug. 21.—J. B. Shaw, the murderer of Farmer Tom Crain, near Cleburne, who was sentenced to be hanged Aug. 12 at Cleburne, but escaped from jail, was caught yesterday near Malakoff. Shaw had traveled over 100 miles at night, hiding in the daytime, and when taken was completely exhausted.

Obituary Notes.

David Edwin Townley, aged eighty-three years, died Saturday at the home of his daughter, Mrs. B. S. Braider, Plainfield. He was born in this city in 1815 and for many years was a well-known clothing merchant. He was a member of the Baptist Church. He leaves four daughters.

The Rev. Dr. Thomas Burgess, rector of St. Luke's Church, Matteawan, N. Y., and Archdeacon of Duchess County, died at his residence in that place yesterday afternoon after a lingering illness of eleven weeks. The deceased was about forty-seven years of age and was a well-known Episcopal clergyman, having been pastor of St. Luke's Church for the past nine years. He was appointed Archdeacon of Duchess County in 1894. Four children survive him. His wife died several years ago.

William Berri's Son Dead.

A telegram announcing the death of Walter Berri, son of William Berri, was received yesterday by Gen. William C. Wallace of Brooklyn. The boy, who was eighteen years old, died of typhoid fever in Poland Springs, Me., where the family have been since July 1. He had just completed his freshman year at the Polytechnic Institute.

An Historical Quilt.

One of the exhibits which attracted widespread attention at an historical exhibition given in Saugerties a few evenings ago was a quilt, the property of Mrs. Richard Lewis of that village, who is a descendant of the Rev. Thomas Judson, a clergyman, who came over on the Mayflower. The figures on the quilt were colored an indigo blue, with a die pot, in vogue at that period. The colors in the quilt are in a good state of preservation.

LONG BEACH HOTEL,
LONG BEACH, LONG ISLAND,
REMAINS OPEN UNTIL AFTER LABOR DAY.
LONG BEACH INN open until Oct. 1st.
A. E. DICK, Proprietor.—Adv.

DIED.

BERRI.—Walter Berri, aged 18, son of William Berri, Brooklyn, N. Y., died Sunday, Aug. 21, at Poland Springs, Me.

Notice of funeral in Tuesday's papers.

BRADLEY.—Suddenly, on Saturday, Aug. 20, the Rev. Edward A. Bradley, D. D., Vicar of St. Agnes Chapel, Trinity Parish.

Funeral services will be held at St. Agnes Chapel, West 92d St., on Tuesday, Aug. 23, at 10 o'clock. The reverend clergy, relatives, and friends are respectfully invited to attend.

BURGESS.—At St. Luke's Rectory, Matteawan, on Aug. 21, 1898, Rev. Thomas Burgess, D. D.

Funeral services will be held from St. Luke's Church on Tuesday at 3 P. M.

COGHILL.—On Sunday, Aug. 21, 1898, Mary, wife of James Henry Coghill, and daughter of the late James Hervey Mulford.

Funeral services at her late Summer residence, 182 Union Avenue, Saratoga, on Tuesday afternoon, Aug. 23, at 5 o'clock.

New Haven papers please copy.

JUDSON.—At Camp Wikoff, Montauk, L. I., on Wednesday, Aug. 17, 1898, of typhoid fever, Alfred M. Judson, Jr., Sergeant, Troop E, First U. S. Volunteer Cavalry, (Rough Riders,) in the 24th year of his age, son of Alfred Mills and Josephine York Judson.

Relatives and friends are invited to attend the funeral on Tuesday morning, Aug. 23, at 10 o'clock, at the residence of his parents, 302 West 89th St.

LYDECKER.—On Saturday, Aug. 20, 1898, at Maywood, N. J., John A. Lydecker, in the seventy-ninth year of his age.

Funeral services at his late residence, Maywood, Monday, Aug. 22, 1898, at 5 P. M. Interment at Oak Hill Cemetery, Nyack, N. Y., Tuesday.

MOORE.—At St. Cloud, Orange, N. J., on Sunday, Aug. 21, Margaret G. Moore, widow of the late Alfred Moore, in the 75th year of her age.

Funeral services at her late residence, Fairview Av., St. Cloud, on Tuesday, Aug. 23, at 4 P. M. Interment private. Carriages will be in waiting at Orange Station on arrival of train leaving New York 2:30 P. M. (D., L. & W. R. R.)

SHELTON.—Suddenly, in New York City, Aug. 19, 1898, Charles E. Shelton, aged 54 years.

Funeral services will be held at the residence of his sister, Mrs. William H. Stevenson, 111 Golden Hill St., Bridgeport, Conn., on Tuesday, 23d inst., at 2:30 o'clock P. M. Please omit flowers.

SMITH.—At his late residence, 47 West 130th St., on Friday, Aug. 19, Andrew J. Smith, son of the late Reuben Smith.

Relatives and friends are invited to attend funeral services on Monday, Aug. 22, at 1 o'clock.

Peekskill papers please copy.

MINZESHEIMER.—The Mount Sinai Hospital, Lexington Av. and 66th St.—The Directors, medical staff, and members are invited to attend the funeral services of our esteemed Superintendent, Leopold Minzesheimer, at the institution on Monday, Aug. 22, at 10 A. M.

HENRY GITTERMAN, Acting President.

Mount Sinai Training School for Nurses.

The Directors and members are invited to attend the funeral services of Leopold Minzesheimer, Superintendent of the Mount Sinai Hospital, on Monday, Aug. 22, at 10 A. M. at the hospital.

GEORGE BLUMENTHAL, President.

WOODLAWN CEMETERY.
Woodlawn Station, (24th Ward,) Harlem Railroad. Office, No. 20 East 23d St.

DEATHS REPORTED AUG. 21.

Manhattan and Bronx.

Ages of one year or under are put down one year.

Name and Address.	Age in Y'rs.	Date Dth. Aug.
BAUMTRAGER, Jacob, L. I. City....	76	20
BACHNER, Emil, 205 7th St.........	47	20
BURFORD, Joseph C., 149 W. 24th St.	1	21
BLONDSKY, Berel, 72 Division St....	25	19
BRETORTZ, John, 170 Ludlow St....	18	20
BRADLEY, Edward A., 115 W. 91st..	57	20
CURRAN, Catharine, Alms House....	66	18
CUTTING, Eliza, 484 Hudson St......	60	18
ERVINE, Fanny, 741 E. 11th St......	39	20
FAGAN, Michael, 546 W. 36th St....	50	20
FILBIG, Anna M., St. Francis's Hosp.	83	21
FABROZIO, Domenico, 328 E. 109th.	1	21
FREEMAN, Maria, Baptist Home....	76	19
GREENBURG, Moses, 69 Eldridge St.	4	21
HACKEL, Bernard, 198 South St....	51	20
HARRIS, Samuel, 157 E. 75th St....	12	20
HYMAN, Israel, 101 Mangin St......	1	20
HAUSLER, Anna K., 511 E. 16th St..	75	21
HESS, Henry, 2 Willett St.........	76	20
HOPPER, Harry, 30 W. 64th St......	21	20
JACOBOVITCH, Mendel, 101 Mangin.	70	21
KELLER, Kathleen M., 331 E. 38th.	1	21
LEDDY, Mary, 606 E. 83d St........	54	19
LIPHITZ, Harry, 3 Forsyth St......	3	20
LEFF, Salel, 85 Attorney St........	3	20
MULLIGEN, Catharine, 208 E. 35th St.	1	20
MURPHY, John J., 38 Hamilton St...	1	21
MILSTEIN, Israel, 48 Chrystie St....	58	20
MOYNAHAN, T., Fulton Ferry Hotel.	60	21
MAHER, James, 653 Water St.......	1	20
McKERNEN, Maria, 376 6th Av......	1	20
McENTEE, Maggie, 526 W. 49th St..	38	20
McLAUGHLIN, Mary, 418 E. 19th St.	54	19
OHLBACH, H., 1,897 Amsterdam Av..	8	20
POWERS, Edward, 521 W. 42d St....	1	21
PFLETSHINGER, Frederick, 184th St. and Tiebout Av..........	52	20
QUINN, John T., 319 E. 35th St.....	1	21
ROZELLE, Lillian A., 165 W. 98th St.	37	20
RAGNILL, Sarah, 314 Delancey St....	1	21
SULLIVAN, Arthur, Gouverneur Hosp.	1	20
SUTTER, Erhardt, 533 W. 49th St....	45	20
SCHMIDT, Theodore, 60 E. Houston..	1	20
SKELTON, Charles E., 178 W. 81st St.	54	20
ST. JOHN, Elizabeth, Bellevue Hosp.	55	20
SUSCHTEMAN, Joseph, 344 E. 4th St.	11	20
SMITH, Andrew, 47 W. 130th St......	64	20
TAG, Augusta, 330 E. 6th St........	23	19
TERRY, Antonio, 715 W. 38th St....	56	18
TOLSHINSKY, Jette, 236 Henry St...	7	20
TULLY, Mary, 512 W. 35th St........	28	21
WINBURN, Francis, 311 W. 114th St.	1	18
WILLIAMS, Herbert P. E., 238 9th Av.	3	20
WELDON, William, 8 Carlisle St......	24	20
WHALEN, Patrick, 457 W. 16th St...	19	20
Brooklyn.		
ALLIBONE, Dorothy, 132 35th St....	1	20
AMBRUM, Charles, 193A 32d St......	16	19
BOPP, Margareth, 210 Knickerbocker Av......	1	20
BURGER, W. H., 1,195 Gates Av.....	6	19
BRUSH, Samuel, Brooklyn Home for Aged......	80	19
BURKARD, Christina, 739 Union St...	71	19
CAMPBELL, James A., 310 19th St...	1	20
CLAY, Clements, 298 Broadway......	5	20
CUNNINGHAM, Margaret, 7 Bremen	1	20
COOPER, Edna, 644 Henry St.......	1	18
DONNER, Alexander, 340 Mauger St..	18	18
DE WITT, Joseph H., 71 Penn St....	1	20
GABEL, Peter, 132 Stagg St.........	48	20
GAVIN, Thomas, 61 Hudson Av......	4	19
GARRE, Emmagudio, 404 Tulip St....	22	20
GLEASON, Elizabeth, 675 Henry St...	1	20
HERMANCE, M. D., M., 654 Quincy	67	19
HARDENKAMP, Maria, 167 Leonard	1	20
ISENBERG, Lillie, 35 Leonard St....	1	20
KURTZ, Louis H., 2,804 Fulton St....	1	20
KENNY, James, 18 Old Road........	22	19
KORVACK, William, 178 Meserole St.	24	20
KRASS, Mary, 181 Jefferson St......	74	18
KELLER, Hannah, 373 Columbia St.	71	19
McEVOY, Fannie, St. Peter's Hosp...	31	19
McKEEVER, Bridget, 239 Gold St....	1	20
McGRATH, Jane, 265 St. Mark's Av..	72	19
McPARTLAND, Hugh, 218 Pacific St..	40	19
McCUE, John, 150 Hewes St.........	27	20
MARLEY, Andrew, 67 Gold St.......	25	18
MITCHELL, Charles, 1,320 3d Av.....	26	17
MAYER, Joseph, 578 Bushwick Av....	1	19
MILLER, Bertha, 510 Park Av.......	1	20
MULLALY, Jane, 612 Hart St........	53	19
MOGULESKI, Heyman, 154 Varet St..	1	20
MORRISON, J. H., 1,607 Atlantic Av.	52	20
PETSCUS, Brenislof, 33 Hudson Av...	1	20
POWERS, Mary K., 289 Central Av...	21	19
PRICE, George, Norwegian Hosp.....	32	19
PENNELL, John J., 548 Leonard St...	30	19
PAASCH, Caroline, 1,549 Gates Av...	72	20
REED, Agnes F., 384 2d St..........	27	20
REGAN, Margaret, 611 4th Av.......	1	20
SALCHOVITZ, L., 1,825 E. Parkway..	1	20
SHEARMAN, Elizabeth S., 60 Decatur	63	18
STENHAUSER, J., German Evangelical Home......	66	19
SEHRIDAN, J. J., 417 39th St.......	82	19
WILLIAMS, Florence, 688 Henry St..	1	19
WOLF, Cophia, 273 Leonard St......	56	19
WOLFF, Louise, 110 Melrose St......	40	19

FINANCIAL DIRECTORY.

Chemical National Bank
270 Broadway.

National Bank of Commerce
CAP. AND SUR. $[illegible] 31 Nassau St.

Hanover National Bank
CAPITAL, $1,000,000. SURPLUS, $2,000,000.
9 and 11 Nassau St.

The Nassau Bank
Corner Beekman and Nassau Streets.

Central National Bank
320 Broadway.

Continental Trust Company
30 Broad St.

NEW YORK SECURITY & TRUST CO.,
44 and 46 Wall Street.
CAPITAL, $1,000,000. SURPLUS, $1,500,000.

Washington Trust Company
Stewart Building, 280 Broadway.

PHILADELPHIA.
Fourth Street National Bank
Capital $1,500,000. Surplus $1,200,000.

BANKERS' CARDS.

NORTON & TUNSTALL,
33 Wall Street.
Dealers in all denominations of the
NEW GOVERNMENT 3% BONDS.
Will Finance or Buy Allotments.
Correspondence Invited.

KOUNTZE BROTHERS,
BANKERS,
Broadway and Cedar Street, New York.
Deposit accounts received.
Advances made upon railroad,
municipal and other approved securities.
Letters of Credit Issued.

Andrew McKinney & Co.,
Members of the New York Stock Exchange,
52 BROADWAY, NEW YORK,
11 St. Sacrament St., Montreal, Canada.
Stocks, Bonds, Grain and Cotton.

FINANCIAL.

The Wheeling and Lake Erie Railway Company

REORGANIZATION.

To Holders of Central Trust Company's Certificates of Deposit for Common Stock and Preferred Stock:

Notice is hereby given that a further installment of One Dollar per share of common stock, and Two Dollars per share of preferred stock, represented by the above Certificates of Deposit, has been called by the undersigned committee, and is payable on or before the twenty-ninth day of August, 1898, to the Central Trust Company of New York. At the time of payment the Certificates of Deposit must be presented to said Trust Company for indorsement of such payment thereon. This is the second installment payable under the Plan of Reorganization, and, including the One Dollar per share paid to the Stockholders' Committee, is the third payment.

Dated New York, August 12th, 1898.

LOUIS FITZGERALD,
J. KENNEDY TOD,
GEORGE COPPELL,
EUGENE DELANO,
WILLIAM A. DICK,
Reorganization Committee.
ALVIN W. KRECH,
Secretary, 120 Broadway, N. Y.

TO THE HOLDERS OF THE FIVE PER CENT. SECOND MORTGAGE BONDS OF THE STATEN ISLAND RAPID TRANSIT RAILROAD COMPANY, GUARANTEED BY THE BALTIMORE & OHIO RAILROAD COMPANY, ISSUED UNDER MORTGAGE DATED NOVEMBER 21ST, 1885:

A majority of the above described bonds having been deposited under a certain Agreement, dated July 5th, 1898, (copies of which can be obtained at our office or at the office of the CENTRAL TRUST COMPANY OF NEW YORK, 54 Wall Street,) notice is hereby given that the time within which further deposits of bonds will be accepted has been limited to Monday, August 22, inclusive. After that date bonds will be accepted, if at all, only upon such terms and conditions as the undersigned may impose.

Dated New York, August 1st, 1898.

Hallgarten & Company
28 BROAD STREET, N. Y.
TRACY, BOARDMAN & PLATT, Counsel.

Carley, Rosengarten & Co.,
Specialists in speculative investments.
WE GIVE SPECIAL ATTENTION TO NEW DEVELOPMENTS WHICH GIVE NEW VALUE TO ESTABLISHED PROPERTIES.
STRANGERS INVITED TO WRITE OR CALL.
OFFICES, 20 BROAD ST., NEW YORK.

SINKING FUND NOTICE.
PANAMA RAILROAD COMPANY
FIRST MORTGAGE BONDS
Dated August 16, 1897.

The CENTRAL TRUST COMPANY OF NEW YORK and WM. NELSON CROMWELL, Trustees, give notice that in accordance with a certain indenture made by the above-named Railroad Company, dated August 16, 1897, the Central Trust Company of New York will receive proposals to sell the above-named bonds at a rate not exceeding, however, the par value thereof and accrued interest, with five per centum added to the principal, the total offer not to consume more than one hundred and fifty thousand ($150,000) dollars. The sealed proposals will be opened at the office of the CENTRAL TRUST COMPANY OF NEW YORK, in NEW YORK CITY, at three o'clock P. M., on the 25th day of August, 1898.
CENTRAL TRUST CO. OF NEW YORK,
By E. Francis Hyde, 2d Vice President,
WM. NELSON CROMWELL, Trustees.

The Tradesmens National Bank
Of the City of New York.
Capital and Surplus - - - - $875,000
JAMES MACNAUGHTAN, Pres.
DAVID H. BATES, Vice Pres.
JAMES W. CLAWSON, Cashier.

U. S. Bonds, All Issues,
BOUGHT AND SOLD.
HENRY CLEWS & CO.,
BANKERS, 11, 13, 15, & 17 BROAD ST.
Members N. Y. Stock Exchange.

NOTICE.

Holders of coupon bonds of the Ohio River and Charleston Railway Company, secured by deed of trust of July 27th, 1897, will present the same with the coupons detached, as well as those attached, to the undersigned for liquidation and cancellation.
August 15th, 1898. GEORGE I. WHITE,
Special Master.
Address GEORGE I. WHITE, Cashier Commercial Bank, Marion, N. C.

BROWN BROTHERS & CO.,
NO. 59 WALL ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS, AVAILABLE IN ALL PARTS OF THE WORLD.

BUFFALO GAS STOCK
DEALT IN BY
DAVID PFEIFFER, 18 Wall St.

READ THE NEW YORK TIMES.
"All the News That's Fit to Print."

THE FINANCIAL MARKETS

Saturday's holiday interrupted a buoyant security market. In only one Exchange were American stocks quoted, the Philadelphia market being open. London was closed.

* * *

At Philadelphia strength ruled, though transactions were small—much smaller, probably, than they would have been had there been a general understanding among the traders of Wall Street that any board anywhere was to be open. A fair measure of sentiment, as reflected at Philadelphia on Saturday, appeared in smart advances in Northern Pacific stocks, which are regularly listed in Philadelphia, as in New York. The common stock rose to 38, closing at 37⅞, the highest price at which it has ever sold. The preferred stock also made a new record.

* * *

One confident anticipation by believers in the quality of the present market is that Europe is finally about ready to get into American stocks in a substantial way. Some Wall Street houses with international connections say their foreign advices suggest that this encouraging development is close at hand.

PROFITS MADE DOWN SOUTH.

While enthusiasm appears on every side in celebration of the phenomenal progress of the business West, cheerfulness for the South shows in what develops not only in its iron-making enterprises, but also in one of the chief industries of that section—the manufacture of cottonseed oil, which enterprise reaches international consequence.

The securities of the American Cotton Oil Company dealt in on the New York Stock Exchange reflected last week to some extent the great gains scored recently by this industry. At the beginning of the week Cotton Oil common shares were quoted around 29. They had been a long time lower than that figure. At the close of the week's business on the Stock Exchange the market value had risen to 35, and there was activity in the stock suggestive of aggressive confidence upon the part of insiders.

* * *

Wall Street report has it that during the past twelve months the American Cotton Oil Company has made unprecedented profits, and there are semi-official intimations that a dividend—it may be 3 per cent.—is about to be declared upon the company's common stock.

* * *

The cotton oil situation was discussed with a representative of THE NEW YORK TIMES by Mr. Oscar S. Flash, manager of the sales department of the American Cotton Oil Company. This company controls the greater part of the total output of the United States. Mr. Flash is thoroughly acquainted with the industry's developments both in this country and abroad, and he is a firm believer in the great future before the American cotton oil trade. Mr. Flash said:

"The condition for the last couple of years in cotton oil has been that while prices have been low sales have been enormous—greater than in any of the previous years when higher prices ruled. The channels of consumption have somewhat changed, increasing in some quarters and diminishing in others. The same amount of oil has not been used in compound lard manufacture as in previous years when lard was at a much higher figure. The low prices forced by the lack of demand for compound lard have opened up channels in the soap line for cotton oil, and much more has been used for soap and mechanical purposes than in previous seasons.

"New markets continually open up—some in the Far East, small but growing, and the South American and West Indian markets are consuming more than in previous years; and the fact that the crop of ground nut and similar oils from India and the Eastern countries has been short, owing to the plague, has necessitated the using of cotton oil in place of them. The European market has been left short of soap oils, and the demand had consequently to be supplied by cotton oil.

"While crops are better this year in ground nut and arichide oils, still cotton oil will never sink back to the position it held before the last two years of immense consumption. There will henceforth be a permanent increase of consumption in those lines.

"More cotton oil has been produced this last season than for a number of years before; but it has all gone into consumption. And current demands have used up this crop, and all the surplus stock carried over from the year before.

"It has been shown that cotton oil can compete favorably with any fat, edible or otherwise, which the world produces. Not only has the crop been practically consumed, but the industry generally has made considerable money on it, even at extremely low prices.

"The quality of the edible grades of cotton oil has gradually improved, bringing it into consumption for the manufacture of articles where only high-class arichide and sesame oils had previously been used. To a large extent, and successfully, it now competes with them.

* * *

"France is the largest single market. Last year they took about 290,000 barrels. Next in importance is Holland, where it is used particularly for the manufacture of butterine; they take about 110,000 barrels. Austria and Germany follow.

"Reports for the coming crop in a number of districts show poor quality of seed as likely. This means that there will be a larger percentage of low-grade oils, fit only for mechanical purposes or the manufacture of soap, and a corresponding decrease in choice edible oils. Of course a great proportion of the seed will make a choice edible oil, but the percentage will be smaller than during the past year or two. This means a better price for choice grades, and while we do not look for any immediate great boom in prices, we believe that the course of the market will be upward.

"We have had a dull market for some time past, but it has been clearly shown that the export markets will take large quantities at a small cut in price, showing pretty conclusively that they want further supplies but are holding off, attempting to force our market down, to replenish the stocks now held by them and bought at the time of the war scare, which purchases were more than their immediate wants, and supplies then purchased would have to be exhausted before they were actually in need of further quantities.

"This state of affairs is bound to come to an end shortly, and demand at fair prices will again be the order of the day. The people of the United States are using more and more cotton oil in their homes and in their daily food, and cotton oil is being pushed now in foreign countries in districts where only locally manufactured oils of other kinds have been used up to the present time. Cotton oil is better in quality and cheaper than the oils they have been in the habit of using, and this fact is slowly but surely gaining a foothold.

"The cake and meal department is in a healthy condition, and prices are relatively higher than cotton oil, with no stocks.

* * *

"The outlook for the industry is very much brighter now than at any time within the past year or two. Business is reviving the world over. There will be a large market for our cotton oil in South America. The oil is better known now than it was two years ago, although at that time it was practically a staple. It now goes to all parts of the world, even to the islands of the South Pacific. This was not the case a few years ago. While no one of these markets is to be regarded as extensive, the aggregate makes an important item.

"Trade with smaller markets is increasing throughout the world. This growth is visible from one season to another. American manufacturers have at last got it into their heads that they have to pack goods and make goods to suit the foreign consumer, and have given up trying to make the foreign consumer take the goods made and marketed according to the methods employed for the home trade.

* * *

"I am convinced that the outlook is exceedingly promising for the cotton oil trade, and that the prospect of prices improving is assured. It is also assured that there will be consumption of the entire production, large though it is likely to be."

LONDON STOCK EXCHANGE.

LONDON, Aug. 21.—The American market continues to monopolize what little vitality the holidays and the heat have left on the Stock Exchange. There has been a general advance ranging from $1 to $5 per share, and the tone of the market has been decidedly firm. Most of the buying was done by professionals.

Chicago, Milwaukee and St. Paul led the business. The increased Chicago, Burlington and Quincy dividend inspires hope that the Chicago, Milwaukee and St. Paul will follow its example. Illinois Central has risen 3½ points, Louisville and Nashville 2 to 2¼, and Northern Pacific 2 to 2½.

The market expects large gold withdrawals and higher rates. Meantime bankers are glad to employ their balances for a day or a week at ¼ or ½ per cent. There are no signs of improvement in discount rates.

Home railways have all risen, "partly," says The Sunday Times, "on the belief that the miserable import duties in the United States will be reduced before long, thus giving a stimulus to British trade."

FINANCIAL.

MAY, McELWEE & PAINE,
BANKERS AND BROKERS.
50 BROADWAY, (Ground Floor Front.)
MEMBERS { New York Cons. Stock Exchange.
{ New York Produce Exchange.
STOCKS, BONDS, COTTON, GRAIN, PROVISIONS, COFFEE, ETC., BOUGHT AND SOLD FOR CASH OR ON MARGINS OF 3 TO 5%. COMMISSION 1-16 OF ONE PER CENT.
Handsomest offices, most complete and thorough equipment, first-class brokerage service, and every possible facility for the successful speculator.
A BULL HOUSE IN A GREAT BULL MARKET.
Our market letters have called, not alone the trend of the market, but have named each leader in turn. You cannot afford to be without them. Write for our next Monday's letter on "THE LEADERS OF THE GREAT BULL MARKET."

DIVIDENDS.

OFFICE OF THE
Northern Pacific Railway Company
MILLS BUILDING,
New York, July 18, 1898.

At a meeting of the Board of Directors held this day there was declared from the net earnings a dividend of ONE PER CENT. on the Preferred Stock of this Company for the quarter ending September 1st, 1898, same to be paid September 6, 1898, to the holders of record of the Preferred Stock at the closing of the transfer books on August 10th, 1898.

For the purpose of such dividend, the transfer books of this company will be closed at 3 P. M. on August 10th, 1898, and will be reopened at 10 A. M. on August 22d, 1898.

NORTHERN PACIFIC RAILWAY COMPANY.
By GEORGE H. EARL, Secretary.

23 WALL STREET,
New York, July 18, 1898.

The above dividend of one per cent. will be payable on September 6th, 1898, to holders of record at the close of business on August 10th, 1898, on the books of the Voting Trustees for certificates of Preferred Stock of the Northern Pacific Railway Company. The transfer books of the Voting Trustees for certificates for Preferred Stock will close in New York and Berlin at 3 P. M. on August 10th, 1898, and will be reopened at 10 A. M. on August 22d, 1898.

J. P. MORGAN & CO., New York.
DEUTSCHE BANK, Berlin.
Agents for Voting Trustees.

Chicago & Alton Railroad Company.
Chicago, Ill., Aug. 3, 1898.

Notice.—A quarterly dividend of One Dollar and Seventy-five Cents per share has this day been declared on the Preferred and Common Stock of this Company, payable on the first day of September next, to the stockholders of record at the close of business hours on the 10th instant.

The dividend on shares registered in New York will be paid at the office of the Company's agents, Messrs. Cuyler, Morgan & Company, 44 Pine Street, New York, and the dividend on shares registered in Chicago will be paid at the office of the Treasurer of the Company.

H. E. R. WOOD, Treasurer.

Office of Welsbach Commercial Company.
40 WALL ST., N. Y., Aug. 11, 1898.

The Directors have this day declared a quarterly dividend of TWO PER CENT. on the preferred stock, payable Sept. 9, 1898, to stockholders of record at the close of business Aug. 31st. Transfer books of the preferred stock will be closed from Sept. 1st to Sept. 9th, both inclusive. Checks will be mailed.

EDWARD C. LEE, Treasurer.

Peoples Gas Light and Coke Co.
(of Chicago.)

Notice is hereby given that a dividend of 1½% has been declared on the Capital Stock of this Company, payable to the Stockholders on Aug. 25th, 1898.

The transfer books will close in New York on Aug. 12th, 1898, at 3 P. M., and will reopen Aug. 26th, 1898, at 10 A. M.

L. A. WILEY, Treasurer.

The American Fisheries Company,
NEW YORK, August 4th, 1898.

The Board of Directors has declared a dividend at the rate of 7 PER CENT. per annum on the Preferred Stock of this Company, payable September 1st, 1898.

The transfer books will be closed at 3 o'clock P. M., August 22d, 1898, and will be reopened at 10 A. M. September 2d, 1898.

JOHN J. McAULIFFE, Secretary.

THE TRANSFER BOOKS OF THE GENERAL mortgage 4½ per cent. registered bonds of the Chesapeake & Ohio Ry. Co. will close at the office of the Central Trust Co. of N. Y., Thursday, August 25, 1898, at 3 P. M., preparatory to the payment of the semi-annual interest thereon due Sept. 1st, and will reopen Sept. 1st, at 10 A. M.

C. E. WELLFORD, Sec'y.
Richmond, Va., Aug. 17th, 1898.

MEETINGS AND ELECTIONS.

Office of the
TENNESSEE COAL, IRON AND RAILROAD CO.,
Tracy City, Tennessee, July 18, 1898.

TO THE STOCKHOLDERS:

Notice is hereby given that a Special Meeting of the Stockholders of this Company has been called, and will be held at the office of the Company, Tracy City, Tennessee, on Thursday, the 15th day of September, 1898, at one o'clock in the afternoon, the purpose of such meeting being to enable the Stockholders to determine whether they will or will not approve certain contracts, deeds, and conveyances, with and to and for the Alabama Steel and Ship Building Company, of the State of Alabama, by and from this Company, and constituting a disposition of part of the property of this Company, and authorizing and confirming the action of the Board of Directors in acquiring the stock and bonds of said Alabama Company, all as authorized by the laws of the State of Tennessee, and also by the special act passed by the Legislature of the State of Alabama February 18, 1893, conferring special powers on this company. The stock transfer books will be closed at 3 P. M. Aug. 25th and opened at 10 A. M. Sept. 16, 1898. By order of the Board of Directors.

JNO F. FLETCHER, JR., Secretary.

Oregon Short Line Railroad Co.
INCOME B BONDS.

In pursuance of the provisions of the Indenture dated March 1, 1897, between the Oregon Short Line Railroad Company and The State Trust Company as Trustee, a general meeting of the holders of above bonds will be held at the office of the Trustee, No. 100 Broadway, New York City, on September 7, 1898, at 12 o'clock noon, for the purpose of nominating two Directors of the Railroad Company.

THE STATE TRUST COMPANY, Trustee
By F. S. BANGS, President.
Dated New York, August 17, 1898.

Robbed a Synagogue.

The Jewish synagogue of the Sons of Israel, at 187 and 189 First Street, Jersey City, was entered by burglars Saturday. They effected an entrance through a rear window. Fifteen prayer robes, valued at $75, were stolen. The poor boxes were also broken, but the thieves secured no money, as the boxes were emptied by the Trustees on Saturday at the conclusion of the day's service.

Killed by an Engine.

Joseph Schrantz, fifty-seven years old, of 184 Nelson Avenue, Jersey City, employed as Car Inspector on the Pennsylvania Railroad, was struck by a drill engine in the Bay Street freight yard yesterday and instantly killed. He leaves a family.

THE COMMERCIAL WORLD

CASH PRICES FOR STAPLES.

Coffee—No. 7 Rio	.06¼
Sugar—Granulated	.05⅝
Molasses—O. K., prime	.30
Iron—No. 1 Northern foundry	$11.25
Butter—Creamery, Western	.19

GENERAL MARKETS.

There was practically a cessation of business in down-town trade circles Saturday on account of the parade of the returning warships. All the Exchanges, with one exception, closed in honor of this event, the exception being the Coffee Exchange, and, so far as actual business went, this institution might as well have been closed also. Only two lots changed hands at the opening of the market, for the rest of the session nothing whatever was done. The Cotton Exchange, the Produce Exchange, the Metal Exchange, together with the Stock and Consolidated Exchanges, were all closed. The sugar market and the rest of the commercial markets were practically closed, either by common consent or concerted action.

CHICAGO, Aug. 20.—Flour easy; special brands, $5; Minnesota Spring patents, $4.10 @$4.30; September, patents, $4@$4.10; Minnesota hard Winter straights, $3.40@$3.50; No. 3 Spring wheat, 62@66c; No. 2 red, 70c; No. 2 corn, 30@30⅛c; No. 2 oats, 20⅛c; No. 2 white, 25¼@27¼c; No. 3 white, 23¼@26c; No. 2 rye, 42@42¼c; No. 2 barley, 35@45½c; No. 1 flaxseed, 86¼c; Northwestern, 88¼@90c; prime timothy seed, $2.55; mess pork, per bbl, $8.65@$9; lard, per 100 lb, $5.10@$5.20; short ribs, sides, (loose,) $5@$5.25; dry-salted shoulders, (boxed,) 4¼@4¾c; short, clear sides, (boxed,) $5.55@$5.70; sugars, cutloaf, $6.02; granulated, $5.52.

FUTURES.

CHICAGO PRICES.

	Opening.	High.	Low.	Close.
Wheat—				
September	65	65⅛	63¼	63⅝
December	62⅝	62⅝	61⅞	62
May	64½	64½	63	63⅝
Corn—				
September	30⅝	30⅝	30	30⅛
December	30⅞	30⅞	30¼	30⅜
May	32⅝	32⅝	32⅜	32⅜
Oats—				
September	19⅝	19⅝	19⅜	19⅜
December	20⅛	20⅛	20⅛	20⅛
May	22⅝	22⅝	22¼	22⅜
Lard—				
September	5.22½	5.22½	5.22½	5.22½
October	5.27½	5.27½	5.15	5.15
Ribs—				
September	5.15	5.17½	5.10	5.10
October	5.25	5.25	5.10	5.10
Pork—				
September	9.20	9.20	8.92½	8.95
October	8.87½	8.87½	8.87½	8.87½

BREADSTUFFS.

Wheat.

The developments in this market were of an unimportant nature Saturday, the only trade being on the curb, which was little better than nominal. The prevailing undertone was more bearish than usual because of the prospective heavy increase in Northwestern receipts. Minneapolis, it is said, expected about 700 cars to-day. The arrivals there Saturday were 389 cars, and at Duluth 46 cars, making a total of 435 cars, against 243 cars on the corresponding day a year ago. The arrivals at Chicago were practically up to estimates. News from abroad was also bearish, the Liverpool market being ⅜@½d net lower, with foreign houses sellers at Chicago. In all other departments, such as flour, provisions, feed, &c., business was entirely suspended.

MILWAUKEE, Aug. 20.—No. 1 Northern, 65c; No. 2 Northern, 62½c; September, 63⅝c.

MINNEAPOLIS, Aug. 20.—August, 63c; September, 60c; December, 59⅛@59¼c; May, 61¼c; No. 1 hard, new, 63¼c; No. 1 Northern, 62¼c; No. 2 Northern, 59¼c.

DULUTH, Aug. 20.—No. 1 Northern, cash, 65c; August, 65c; September, 62½c; December, 61½c bid.

Flour and Meal.

MILWAUKEE, Aug. 20.—Flour—Unchanged.

PROVISIONS.

LIVERPOOL, Aug. 19.—Close.—Beef—Extra India mess, 65s; prime mess, 57s 6d. Pork—Prime mess, fine Western, 51s 3d; prime mess, medium Western, 48s 9d. Hams—Short cut, 14 to 18 lb, 36s. Bacon—Cumberland cut, 28 to 30 lb, 28s; short rib, 20 to 24 lb, 32s 6d; long clear middles, light, 35 to 38 lb, 30s; long clear middles, heavy, 40 to 45 lb, 29s 6d; short clear backs, 16 to 18 lb, 30s; clear bellies, 14 to 16 lb, 33s. Shoulders—Square, 12 to 14 lb, 25s. Lard—Prime Western, 26s 9d. Cheese—American, finest white, 37s 6d; American, colored, 38s 6d. Tallow—Prime city, 16s.

COFFEE.

The coffee market opened steady Saturday at unchanged prices to an advance of 5 point on ¼ franc advance at Havre, and a partial advance of ¼ pfennig at Hamburg. Only two lots changed hands during the session, these being March, (500 bags,) at 6.05. This constituted the business of the Coffee Exchange for the day, and the market was finally dull at unchanged prices to an advance of 5 points, according to official announcement. Drawbacks to confidence were indications of a larger movement of new coffee at Rio and Santos, and continued indifference of spot buyers, although the warehouse deliveries in this country at 16,130 bags, showed a substantial increase, which served, in connection with present comparatively low prices, to arrest selling.

Contract prices ranged as follows:

	Open.	High.	Low.	Close.
August	..	..	..	5.45@5.55
September	..	..	..	5.50@5.55
October	..	..	..	5.50@5.55
November	..	..	..	5.55@5.60
December	..	..	..	5.70@5.75
January	..	..	..	5.80@5.85
February	..	..	..	5.85@5.95
March	6.05	6.05	6.05	6.00@6.05
April	..	..	..	6.05@6.10
May	..	..	..	6.10@6.15
June	..	..	..	6.15@6.20
July	..	..	..	6.20@6.25

FOREIGN MARKETS.—Santos—Good average, 7$900. Hamburg—Unchanged to ¼ pfennig net higher. Havre—¼f net higher. January, 38.50; February, 38.50; March, 38.75; April, 39; May, 39; June, 39.25; July, 39.25; August, 37.50; September, 37.75; October, 37.75; November, 38; December, 38.25.

SUGAR.

Centrifugal, 4¼c; muscovado, 3⅝c; molasses sugar, 3½c.

METALS.

Iron—Northern, No. 1 foundry, $11.25; Southern, No. 2 soft, $10.25; steel rails, $18.50; pig iron warrants, $6.95. Lake copper ingots, $12. Tin, 16.07½c. Lead, 4.07½c. Spelter, 4.70c.

WOOL.

Current quotations of carpet wools, based on Wool Exchange official classification, are as follows: Carpet—Aleppo, washed, 23@23½c; Angora, 14@14½c; Bagdad, black, 20@21c; Bagdad, fawns, 20@21c; Bagdad, whites, 22@23c; Bokhara, colors, 13½@14c; Bokhara, whites, 15@16c; camel's hair, Russian, 13@13½c; China, ordinary, 11@14c; China, combing, 15@17c; Cordova, 14@14½c; Donskoi, Autumns, 17c; Donskoi, combing, 23@25c; Donskoi, colors, 20@23c; Donskoi, lambs, 16@18c; Scotch, 16@17c; Valparaiso, 13@14c. East India and Asiatic—East India, Joria and Vicaneer, 24@27c; East India, Kandahar, 22@25c; East India, carpet filling, choice, 17@18c; East India, carpet filling, low, 12@15c; Georgian, B. O., 16@17c; Georgian, B., 14@16c; Georgian, B. S., 13@15c; Karadi, choice, 17@18c; Karadi, ordinary, 15@17c; Khorassan, colors, 14½c; Khorassan, white, 18@19c; mohair, Turkish, 42@46c; Mossul, washed, 17@19c; Mossul, unwashed, 14c; Oporto, 10c; Salonica, 12@13c.

OILS.

Petroleum, barrels, $6.50, and bulk, $4.00; Philadelphia, barrels, $6.45, and bulk, $3.95; crude naphtha, cargoes, $6, and deodorized, $6.50; refined cases, $7.15. Cottonseed oil quoted:—prime crude nominal; prime crude f. o. b. mills, nominal; prime Summer yellow, 28½c.; off Summer yellow, 23@23½c.; butter grades nominal; prime Winter yellow, 27@28c; Linseed, American raw, 33@34c; American boiled, 35@36c; Calcutta raw, 54c; lard oil, 46@47c.

NAVAL STORES.

Tar, regulars, $1.85; tar oil, bbls, $3.50; pitch, $1.85; spirits turpentine, 29@29½c.; resin, common to good strained, $1.30@$1.35; E, $1.45; F, $1.55; G, $1.65; H, $1.70; I, $1.75; K, $1.80; M, $1.85; N, $2.20; W G, $2.40; W W, $2.75.

WILMINGTON, N. C., Aug. 19.—Spirits turpentine, 26½@26¾c. Resin, 95@$1. Crude turpentine, $1.10@$1.60.

SAVANNAH, Aug. 20.—Spirits turpentine, 27c. Resin unchanged.

CHARLESTON, Aug. 20.—Turpentine, 25½c. Resin unchanged.

LIVE STOCK.

BEEVES—Feeling firm; cables steady. CALVES—Veals, $5@$7.75; Westerns, $5.75; no grassers or buttermilks; city-dressed veals, 8@11½c per lb.

SHEEP AND LAMBS—Sheep, $3@$4.75; choice wethers, $5; lambs, $[illegible]; no choice here, "cull," $4.

HOGS—$4.20@$4.55 per 100 lb.

Threw a Man Into the Sea.

An unknown man insulted some women on the old Iron Pier at Coney Island yesterday, and he was roughly handled by a group of men, who shoved and pulled him toward the railing and then flung him into the sea. [illegible]

EXPORT TRADE COMMISSIONS.

How Other Countries Are Reaching Out for Foreign Business—A Lesson to America.

The action of Germany and France in sending out export commissions to gather precise technical information for the education of manufacturers and merchants in special lines of production and trade, has established a new record, to which the attention of American manufacturers and exporters is called by Consul General Frank H. Mason in a report to the Department of State written from Frankfort Aug. 1.

Referring to the German export commission, which spent a year in China, Korea, and Japan studying the markets and collecting samples of goods, in the production of which it was thought German manufacturers might be able to compete, Mr. Mason says that neither the samples nor any of the numerous special reports made by the commission have been made public, and probably will not be. The samples were arranged in a suite of rooms in an upper story of the palace of the Imperial Diet at Berlin, and admission was granted only by card obtained from a very discreet official. The collection was subsequently broken up and distributed to points where similar goods can be made. Mr. Mason thinks that the reports, if printed at all, will be reserved for confidential distribution among German manufacturers and merchants, in order to acquaint them with the wants of Eastern people and their financial ability.

The commercial commission sent out by the Chambers of Commerce of Marseilles, Roubaix, Lille, Bordeaux, and Lyons has returned, after an absence of nearly two years, and has filed with the Chambers more than 100 reports prepared by experts. The conclusion reached by the commission is that French export trade to China, Tonkin, Anam, Cambodia, and Cochin China has a great future if manufacturing exporters will make use of the information put into their hands.

Mr. Mason thinks that, while the direct fruits of these well devised and scientific quests for foreign markets will fall naturally and justly to Germany and France, yet the exporters of the United States may profit by the example set them. He says:

"The exporter who succeeds best is, other things being equal, he who learns most accurately the wants of his customers and supplies them most nearly in the currency and on the terms and conditions to which the buyer is accustomed. At present the Germans are perhaps the ablest masters of this theory of export trade; the English are thought to have lost much for want of it, and Americans will undoubtedly excel in it when once they realize its importance."

Mr. Mason, in discussing the best way for American exporters to reach Eastern markets, says: "Circulars and catalogues, however skillfully prepared, which only inform the foreigner what he can buy in the United States in dollars, will not compete effectively with the German, French, or English merchant who is there on the spot with his goods, duty paid, and fluent salesmen to show and explain them."

He says that the need of this country is "a class of competent, well-trained young men, with good manners, a practical command of French, German, and Spanish—one or all—combined with intimate practical knowledge of a certain class of manufactured goods and the commercial methods, currencies, weights, measures, and customs of foreign countries. The education of such men requires certain specialized courses of study which the commercial schools of Germany, and, to some extent, of Belgium and England, furnish, but which those of the United States, with perhaps some exceptions, do not. The all-round education provided by American colleges and high schools turns out young men more or less fairly equipped for successful careers at home; but the competition for export trade has now become so sharp as to require the work of experts, which only specialized education, supplemented by practical experience, can provide. It will henceforth be necessary that a largely increased class of young men shall prepare themselves for, and accept dfinitely, as so many thousands do in Great Britain and Germany, the career of mercantile employes in foreign lands, in which social sacrifices and the discomforts and even dangers of alien climates are balanced by the material advantages which such a career offers to energy, perseverance, and trained capacity."

Fatal Fall from a Window.

Mrs. Bridget Whalen, seventy-five years old, who lived with her married daughter, Mrs. Patrick Quinn, at 148 West Sixty-fifth Street, received fatal injuries by falling from the parlor window early yesterday morning. Mr. and Mrs. Quinn are the caretakers of the house, and at 6:30 o'clock yesterday morning Mrs. Whalen opened the parlor windows to air the room. She was quite feeble, and losing her balance fell into the areaway. Both legs were broken below the knee, and she also sustained internal injuries which resulted in her death an hour later.

STATE COURTS.

New York Calendars—This Day.

SUPREME COURT—Appellate Division—Recess.

SUPREME COURT—Appellate Term—For the hearing of appeals from City Court and Municipal Courts. Adjourned for the term.

SUPREME COURT—Special Term—Part I.—Cohen, J.—Opens at 10:30 A. M. Litigated motions.

1—Bigelow vs. Tilden.
2—In re La Fountaine Av.
3—Gunst vs. Gunst.
4—Hayes vs. Hayes.
5—N. Y. & Westchester Water Co. vs. City of N. Y.
6—In re Rose.
7—In re West.
8—Citizens' Savings Bank vs. Mooney.
9—Wheeler vs. Lieber.
10—In re Sanchezeles.
11—Lynch vs. Lasch.
12—In re Duhrhoff.
13—People, &c., vs. Leopold.
14—Landsberg vs. Levy.
15—Malloy vs. Partes.
16—In re English Enamel Paint Co.
17—Purpura vs. Petters.
18—Hayes vs. Hayes.
19—Gunst vs. Gunst.
20—In re La Fountaine Av.
21—Shepard vs. Grunhut.
22—Spies vs. Micheken.
23—Campbell vs. Prudential Ins. Co.
24—Prinse vs. Kunitzer.
25—Bandler vs. Bandler.
26—Grannis vs. Ewell.
27—Gogorza vs. Gogorza.
28—Parker Co. vs. Barnes.
29—Rouse vs. Haak.
30—In re Haines Bros.
31—Ravenswood Glass Mfg. Co. vs. Mach.
32—Koehler Co. vs. Reinheimer.
33—Webber & Co. vs. Gleara.
34—Corwin vs. Corwin.
35—Brandt vs. Brandt.
36—Schoen vs. Schoen.
37—People ex rel. Kaufmann vs. Independent Order Ahawas Israel.
38—Kraft vs. Kraft.
39—In re Anderson.
40—Spate vs. Met. St. Ry. Co.
41—Kilner vs. Smith.
42—Ferris vs. Ferris.
43—Balloss vs. 3d Av. R. R. Co.
44—People ex rel. McParlan vs. Board of Police.
45—In re Astor.
46—United Brotherhood of Cloakmakers vs. Sperling.
47—In re Von Raits.
48—Bank for Savings vs. Doty.
49—Bank of Metropolis vs. Dolge.
50—Woodcock vs. Farra.
51—Hibbie vs. Adelberg.
52—In re Talmage.
53—Bank of Metropolis vs. Faber.
54—Selikowitch vs. Selikowitch.
55—Emigrant Ind. Sav. Bank vs. Victory.
56—Aronson vs. Ritter.

SUPREME COURT—Special Term—Part II.—McAdam, J.—Opens at 10:30 A. M. Ex parte business.

SUPREME COURT—Special Term—Parts III., IV., V., VI., VII., and VIII.—Adjourned for the term.

SUPREME COURT—Trial Term—Parts I., II., III., IV., V., VI., VII., VIII., IX., X., XI., and XII.—Adjourned for the term.

SURROGATE'S COURT—Chambers—Arnold, S.—Wills for Probate at 10:30 A. M.

Robert P. Hoare,
James Mulhern,
Mary E. Lane,
Michael Quinn,
Charles Rae, Jr.,
Laura G. Stevens,
Louisa H. Sloat,
Robert Campbell,
Nancy Squire.

SURROGATE'S COURT—Trial Term—Adjourned for the term.

CITY COURT—General Term—Adjourned sine die.

CITY COURT—Special Term—Schuchman, J.—Opens at 10 A. M. Held in Part IV. Room, Brownstone Building, (Chambers Street.)—Motions must be made returnable at 10:30 A. M. Defaults on motions will be taken at 11 A. M.

CITY COURT—Trial Term—Parts I., II., III., and IV.—Adjourned for the term.

COURT OF GENERAL SESSIONS—Part I.—McMahon, J.—Opens at 10:30 A. M. Assistant District Attorneys Townsend and Cowan for the People.

1—William Reynolds.
2—Frank Smith.
3—Mark D. Anthony.
4—Samuel Paltzer.
5—Carrie Williams.
6—Giovanni Baldi.
7—Kate Allen.
8—William L. Wilkinson.
9—Lottie Smith.
10—William Hardy.
11—Beula Brown.

COURT OF GENERAL SESSIONS—Part II.—Cowing, J.—Opens at 10:30 A. M. Assistant District Attorneys McClelland and O'Connor for the People.

1—Frank F. Livingston.
2—Charles Conroy.
3—John Halpin.
4—Albert Walsh.
5—Jacob Hershcrowitz.
6—George Williams, Annie Dwyer.
7—Conley L. Smith.
8—William Byers.
9—Frank White.

COURT OF GENERAL SESSIONS—Parts III. and IV.—Adjourned for the term.

Receivers Appointed—New York.

SUPREME COURT—Cohen, J.—Matter of New Paltz and Wallkill Valley Railroad Company—James G. Graham.

Referees Appointed—New York.

SUPREME COURT—Cohen, J.—Chase vs. Wal[illegible]

AMERICAN TRADE IN CHINA

Our Exports Have Increased More Rapidly than Great Britain's.

COTTON GOODS SALES REDUCED

We Have Suffered Less than Other Countries with Which We Have Been in Competition.

WASHINGTON, Aug. 21.—The success of the United States in the invasion of the markets of China is illustrated by some figures just prepared by the Treasury Bureau of Statistics, showing that our exports to that market have of late increased much more rapidly than those of other parts of the world, and that the heavy falling off in imports of certain lines of goods into China in the past year has not been as seriously felt by the United States as by other nations with which we come in competition.

An examination of our exports to China during the fiscal year just ended shows a marked increase in large numbers of articles, and that the reduction in cotton goods, which has caused the slight decrease in the total, is much less, proportionately, than that of our chief rivals in supplying the cotton goods market of that country. While our total exports to China during the year just ended fell off a little less than $2,000,000, the fall in cotton goods alone was $2,250,000, thus showing that the falling off in this class of exports was responsible for the reduction in the grand total of our exports to that country.

A further examination, however, of this reduction in cotton goods exports to China shows that it was incidental to an enormous reduction of cotton piece goods importations by that country, and that the United States suffered less by that reduction proportionately than did other countries with which she is competing for that market. The recent report on the trade of China, published by the Inspector General of Chinese Customs, says of the import trade in cotton piece goods: "The year 1897, owing to the fall in exchange and the heavy stocks carried over from 1896, was one of the worst on record for the piece goods trade."

That the reduction in imports in cotton goods was partly due to an increase of cotton manufactures in China as well as heavy stocks carried over from the preceding year, is shown by a further statement contained in the same report, which says that the importation of raw cotton increased more than 60 per cent. in 1897, and that of Japanese cotton yarn more than doubled. That the American imports of cotton goods suffered less than those of other countries is shown by a paragraph of the report in question, which says: "The trade in cotton piece goods shows, as was expected, a falling off from the figures of 1896; American goods, however, continue to increase in favor, these being almost the only exception to the general decline. The favor which the American goods find in the Chinese markets is due to their cheapness."

Another evidence that American goods exported into China have suffered less by the general reduction than those of our chief rivals for that trade is shown by a comparison of our own exports to China during the past six months with those of Great Britain to China during the same period. The June statement of Trade and Navigation of the United Kingdom, which covers six months' exports by articles, specifies the amounts of cotton and woolen goods and manufactures of metal exported to various countries. This shows that the exports of these articles to China and Hongkong in the six months ending with June fell off nearly $3,000,000, or over 17 per cent., as compared with the corresponding six months of the preceding year.

Our own statement of exports to China and Hongkong includes, besides manufactures of cotton and metal, provisions, breadstuffs, naval stores, manufactures of tobacco and manufactures of wood, the list containing double the number of articles of that named by Great Britain in her reports; yet the net decrease in the list of articles named in our own reports amounts to less than $800,000, against the net decrease of nearly $3,000,000 in a much smaller list of the exports of Great Britain in the corresponding period of time. Our own statement of the commerce of the year shows an increase in exports of flour, bicycles, carriages and cars, fruits and nuts, telegraph instruments, telephones, scientific instruments, canned beef, bacon, hams, butter, cheese, seeds, tobacco, lumber, and other articles to China during the year just ended, as compared with the preceding year.

The steady gain which the United States is making in its efforts to obtain a share of the market which China affords is shown by the following comparison of our imports into China and Hongkong, from 1880 to 1898, with those of Great Britain during the same period. The table, it will be observed, shows an increase of over 300 per cent. in exports from the United States to China and Hongkong during that period, and a decrease of 25 per cent. in those from the United Kingdom to the same market in the same time.

United States figures include domestic and foreign merchandise, while those of the United Kingdom include domestic merchandise only:

EXPORTS FROM UNITED STATES AND UNITED KINGDOM TO CHINA AND HONGKONG FROM 1880 TO 1898.

Year Ending June 30.	United States.	United Kingdom.
1880	$3,798,775	£9,482,821
1881	8,364,534	10,034,192
1882	9,123,880	7,645,337
1883	7,858,061	7,116,331
1884	7,710,427	7,372,148
1885	10,545,811	8,945,529
1886	11,576,817	7,564,531
1887	9,230,668	8,796,152
1888	7,934,537	9,016,568
1889	6,477,512	7,220,613
1890	7,385,362	9,137,194
1891	13,469,705	8,987,921
1892	10,557,546	7,581,906
1893	8,117,059	6,446,943
1894	10,072,273	6,262,810
1895	7,856,880	7,166,645
1896	11,613,134	8,539,390
1897	17,984,472	7,117,716

SOCIAL SCIENTISTS TO MEET.

The American Association Will Convene at Saratoga Springs Aug. 29.

The general meeting of the American Social Science Association for 1898 will take place on Monday evening, Aug. 29, at Saratoga Springs. The sessions will be held in the old Court of Appeals room, Town Hall.

The proceedings will begin with the annual address by the President, Dr. Simeon E. Baldwin of New Haven, Conn., on the subject, "The History of American Morals." This will be followed by the annual report of the General Secretary, the Rev. Frederick Stanley Root of New York. Among the papers that will be read on Tuesday will be one by Dr. Henry M. Leipziger of the New York Board of Education, on "The Educational Value of the Popular Lecture," and another by Dr. William T. Harris, United States Commissioner of Education, on "The Significance of the Recent Advance in College and University Education in the United States." On Wednesday Charles A. Gardiner of New York will read a paper on "The Proposed Anglo-American Alliance"; Mayor Josiah Quincy of Boston will read a paper on "School Playgrounds and Baths," and Frank A. Vanderlip, Assistant Secretary of the United States Treasury, a paper on "War Financiering."

The programme for Thursday includes a paper by Prof. Isaac Franklin Russell, D. C. L., LL. D., of New York, on the question, "Can International Disputes Be Judicially Determined?" and a paper by St. Clair McKelway, LL. D., of Brooklyn, on "Medical and Other Experts."

The proceedings on Friday will embrace the report of the Nominating Committee, the annual election of officers, miscellaneous business, and the reading of various papers, among which will be one on "A Study of Habits of Life and Constitution Leading to Apoplexy," by Dr. Elmer Lee of New York; another on "The Purification of Municipal Water Supplies by Filtration," by Dr. W. J. Holland, Chancellor of Western University, Pittsburg, Penn.; a third on "The Marriage Problem," by Dr. Joseph M. Matthews of Louisville, Ky.; a fourth on "The Responsibility of Society in the Production of Crime."

Members and guests of the association will be received at the United States Hotel at the reduced rate of $3 per day.

Kynaston to be Sent to England.

John Kynaston, third officer of the White Star Line steamship Britannic, who is held at Jersey City on charges of robbing the mails, will be taken to England by Detective William Prescott on the German steamship sailing from Hoboken to-morrow. It is understood that Barnard and Galway, Kynaston's alleged accomplices, who are in custody in this city, will also be taken to England on the same vessel by Inspector Jacob.

PROHIBITION IN MONTREAL.

Belief that No Law Will Be Passed Even If the Plebiscite Favors the Measure.

MONTREAL, Aug. 21.—Canadian Summers are usually hot enough to satisfy anybody, while they last, but the customary natural heat is this year added to by the altogether superfluous warmth of a plebiscite campaign on the question of prohibition. Sept. 29 has been fixed as the date for the voting, and in the interval the interested citizen of the Dominion can figure out for himself how he wants to mark his ballot, and whether he thinks universal sobriety a sufficiently fine thing to tempt him to vote for it and forego the pleasure of cooling mint juleps and silver fizzes in the hot days and warming hot scotches and punches when the cold weather comes.

In the meantime, also, the dissemination of literature bearing on the subject of temperance and the effusion of oratory on the same topic is going ahead at a rate which indicates the liberal expenditure of campaign funds by at least one party to the fight. Strange to say, this expenditure is not by the anti-Prohibitionists. With their means of livelihood supposedly at stake, it might be expected that the saloon keepers and liquor manufacturers would put forth every effort to secure the return of a popular verdict favorable to their cause. But such is not the case, and the liquor men openly announce that they propose to let the contest go by default.

This attitude of the liquor party, and the general feeling that even with a verdict from the people in favor of prohibition, the Government would not be very likely to introduce prohibitory legislation, removes in very great measure the interest, sociological and other, which would otherwise be attached to the contest. As it is, it is probable that a very small vote will be polled, and the result will be unimportant, both as regards an expression of the popular opinion and also as to the disposition of the liquor question by the Dominion Government.

Although the present is the first occasion of a general federal plebiscite on the liquor question in Canada, there have been provincial plebiscites in Ontario, Manitoba, New Brunswick, and Nova Scotia. These have all had the same result—a majority of votes for prohibition, but no legislative enactment of a prohibitory law. When it came to giving up a good round revenue, and driving breweries and distilleries out of the province into the next, the local Legislatures were in no hurry to act.

The same consideration—that of revenue—may be counted on to prevent effectually the Dominion Government from taking any step to put into force the mandate of the people in the present instance, assuming that that mandate will be for prohibition. The amount of the revenue derived from the liquor traffic in Canada is estimated in round figures at $9,000,000, and all the arguments of the Prohibitionists about the ability of the people, under prohibition, to make up several times that amount by direct taxation will not bring the latter course to be favorably regarded by a Government which has to look for its continuance in power to the popularity of its measures among the mass of the electorate.

The holding of the plebiscite is in fulfillment of a promise made by Sir Wilfrid Laurier to a deputation of temperance workers who waited on him just prior to the general elections which made him Premier. On that occasion Sir Wilfrid promised that if elected he would introduce in Parliament legislation for a plebiscite of the whole country on the question. Sir Wilfrid, however, did not bind himself to frame a Government measure in accordance with the verdict thereby obtained.

There seems to be little doubt that Ontario and most of the other provinces, outside of Quebec, will vote in favor of prohibition. They have done so before, and may be expected to do so again. But Quebec will vote overwhelmingly the other way, and here will be still another excuse for the Government to take no action after it is over. It would be a delicate point for the federal power to enact a law which would be obnoxious to the great majority of the people of one of the provinces, and it would be absurd to frame a law that would apply only to certain portions of the Dominion.

That Quebec will vote against a prohibitory law is not because of any special opposition to the cause of temperance, but because of the failure to realize any need for it. Among the French-Canadians there are few total abstainers, but there are also few drunkards, and the "horrible examples" which act as spurs to the temperance movement in other parts of the Dominion are here largely lacking. Still another factor among the masses is the idea that the plebiscite is only "another Ontario fad," one more evidence of the hypocrisy which shuts up saloons at 7 o'clock Saturday nights and does not tolerate Sunday street cars, yet has more wickedness and toughness to the square yard than Quebec has to the square mile.

It is just barely possible, of course, that prohibition will not even carry the day in Ontario this time. Sept. 29 is a bad time of the year to make the farmer see the cause of temperance and his own interests in the same light. It is then that the ripe, red apple lends itself to the embraces of the cider press, and the succulent grape is turned into native wine, and it is doubtful if even the Ontario farmer can contemplate with equanimity the loss of these sources of revenue. If it were April 29 he might forget about the cider and the wine, but on Sept. 29 it is different.

However, the fight against the demon of alcoholism goes as merrily on as if there were really some likelihood of prohibition becoming un fait accompli, and tons upon tons of temperance literature of all kinds are being sent out from Toronto for free distribution throughout the country. The money to do all this is obtained from subscriptions collected by the several local committees from the friends of the temperance cause in the Dominion. Quite a number of subscriptions have also been received from the United States.

To offset the work of the temperance advocates, the liquor men are doing practically nothing. This lack of action is not at all due to indifference as to whether they lose their business or not, but is because they are convinced that no national prohibitory law will be placed on the statute books, whether the coming plebiscite shows a majority in favor of such law or not.

MURDER IN NEBRASKA.

Prominent Men Implicated in the Assassination of a Miser.

STOCKVILLE, Neb., Aug. 21.—The authorities have been playing a deep game with the assassins of Thomas Jansen, the old miser, and as a result they think they have practically solved the mystery. The Coroner yesterday filed the verdict of the jury, which declares Andrew Hawkins guilty of the murder, and says he was assisted by others, not yet known.

Ed and Frank Conklin, cowboys, testified that they entered into a conspiracy with Hawkins by which they were to go out on the railroad near Brady Island and kill a tramp, then swear the tramp confessed to them that he had murdered Jansen. They would get a reward of $500, which the relatives of the miser in New York had offered, and would also cast suspicion in another direction.

The verdict indicates that the assassination was the result of a conspiracy, into which a number of prominent men in Frontier County entered to secure money and securities which the victim was known to carry.

The testimony of the Conklin brothers was that $500 in cash and $23,000 in United States bonds, mortgages and notes were taken from the body of Jansen before it was cast into the well. Six more warrants are out. The New York heirs have employed counsel.

BRIDE REFUSES TO WED.

New Hampshire Widow Travels to Kansas, but Changes Her Mind.

TOPEKA, Kan., Aug. 21.—Mrs. Bessie Stinson of Berlin Falls, N. H., who arrived at Neosho Rapids Friday to marry Farmer J. J. Swain, was very much disappointed with her prospective husband and declined to enter into matrimony. Swain was an older man than she expected to see, and Mrs. Stinson did not hesitate to express her disappointment by a comparison of his photograph with the gentleman himself.

She is thirty, a widow, and through an advertisement in a matrimonial paper and correspondence agreed to come to Kansas and marry Swain if he would supply transportation, which he did. Swain disclosed his secret to a few friends, and when he went to the station to meet his prospective bride he found a score of curious people bent on getting a good look at his future wife.

Mrs. Stinson was displeased at this characteristic of Kansas welcome, and when she arrived at Swain's house she dismissed the preacher who was there to perform the ceremony. She is at a neighbor's residence, and says she desires to think over the matter.

IN THE REAL ESTATE FIELD

The following sales at auction are down for to-day at 111 Broadway:

By William Kennelly, partition sale, Wilber McBride, referee, 169 Allen Street, west side, 100 feet south of Stanton Street, 25 by 87.6, four-story frame tenement, with store, and five-story brick tenement at the rear.

By Adrian H. Muller & Son, foreclosure sale, Stephen H. Olin, referee, southwest corner of Seventh Avenue and Fifty-seventh Street, runs west 114.11½ by south 89 by east 15.2 by south 13.8 by east 100 by north 100.5, seven-story brick hotel and apartment house, known as the Grenoble. Due on judgment, $371,625.

By Peter F. Meyer & Co., foreclosure sale, Henry P. McGown, referee, 155 and 157 Wooster Street, west side, 94.11 feet south of Houston Street, 50 by 100, eight-story brick building, with stores and lofts. Due on judgment, $18,152; subject to other mortgages for $83,000.

By Peter F. Meyer & Co., sale by order of the Sheriff, Kelly Street, west side, 165 feet south of One Hundred and Sixty-seventh Street, 100 by 100, vacant; all title and interest to Annie Bents on March 18, 1898.

HEALTH OF CONEY ISLAND.

Lemonade and Fruit Condemned and Concert Halls Visited.

The doctors of the Brooklyn Board of Health went to Coney Island yesterday, and as soon as their presence became known there was such a brushing up as the place has not known in years.

First of all the Inspectors found some lemonade, which they deemed unfit to drink, and several gallons were thrown away. Then they went to the fruit stands and condemned about half a ton of fruit.

They went in the concert halls and took down the names of all the houses and business places that had pools of water in the street in front of them. Many concert hall proprietors may be summoned to court to-day.

CITY REAL ESTATE FOR SALE.

9 HOUSES FOR SALE.

East side of Hamilton Terrace, north of West 141st St. Three styles, four stories, American basements, and high stoops. Hard-wood trim, double floors throughout, ten rooms, two baths, exposed first-class plumbing. Built entirely by day's work. LOCATION Highest in New York. Rear view unsurpassed. All residences. Quiet neighborhood. Absolutely no objectionable features. These houses will be guaranteed for five years.

AUCTIONEER. AGENT.

Geo. R. Read
REAL ESTATE,
10 Wall and 9 Pine St. 1 Madison Av.
BROKER. APPRAISER.

APARTMENTS TO LET—UNFURNISHED.

130-132 East 34th St.
CORNER APARTMENT.
Eight rooms and bath, butler's pantry, servant's toilet; all light rooms, handsomely decorated; elevator, electric light, hall service, and every
MODERN CONVENIENCE.
Superintendent on Premises.

THE "PARK MADISON,"
Madison Avenue, S. E. Cor. 25th Street.
FACING MADISON SQUARE.
Attractive apartments, large and small, now ready for occupancy.
The building is virtually new, having been recently rebuilt. Contains every modern improvement and convenience.
For plans and particulars, apply on the premises or to
GEO. R. READ, Agent,
1 Madison Avenue, cor. 23d St.,
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APARTMENT HOUSE NOW BEING COMPLETED is ready for inspection at 155th St. and St. Nicholas Av.; highest point of Washington Heights, overlooking Speedway and L. I. Sound; one block each way from cable and L road; all modern improvements; will be decorated to suit tenants. Inquire on premises.

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NO EXTRA CHARGE.
Ring your Messenger Call Box or leave your Advertisements at any American District Telegraph or Postal Telegraph Offices. Charges same as at Publication Office.

DESIRABLE ROOM OR ROOMS, WITH ALL conveniences, for one or two gentlemen; house west side, near 93d St L. station and Central Park. Address S. E., Box 191 Times Office.

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TWO LADIES OR A MARRIED COUPLE CAN be received in a retired part of the country, where comforts are studied, and a liberal table kept; fishing and boating, horse and phaeton buggy occasionally; rabbit hunting; mail delivered every day, Sundays excepted; terms, $16 per month each. X. Y., care Dr. J. MILLER, Linwood, N. C.

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KODAK.—Done first-class for very little money at LLOYD'S, 401 West 59th St. Mail orders given prompt attention; list No. 14 ready.

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Miscellaneous.

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GARDENER.—Single; understands greenhouse work, care horses and cows. Peter Hansen, 24 Greenwich St.

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The New York Times Saturday Review of Books and Art,
a newspaper in itself; 16 pages, and occasionally 24, devoted entirely to books and art.
Selected classified lists of books printed several times a year as a guide to readers, with occasional lists on special topics of the day.
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THE ACADEMIC DEPARTMENT OF THE STEVENS INSTITUTE OF TECHNOLOGY,
RIVER STREET,
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REOPENS SEPT. 14th, 1898.
Examinations for admission on the 12th and 13th of September.
Courses of studies preparatory to Colleges and Schools of Science, Law, and Medicine.
The rate of tuition for all classes is $150 per year, or $50 per term.
These terms include all the studies.
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Thorough preparation for all colleges.
SPECIAL COMMERCIAL DEPARTMENT.
SCHOOL FOR GIRLS,
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REOPENS THURSDAY, SEPT. 29, 1898.
COMPLETE ORGANIZATION FROM PRIMARY TO ACADEMIC CLASSES.

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20 East 50th Street.
This School Reopens Wednesday, Sept. 28th.
Mr. Cutler or the Registrar will be at the School House after September 14th.
Summer address, Holliston, Mass.

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L. D. RAY, M. A., Ph. D., HEAD MASTER.
Primary, Intermediate, and Collegiate Grades.
Ninth year begins September 29th.
Year-book on request.
In June, '98, fourteen young men from this school were admitted to Yale, Harvard, or Columbia.

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Select Catholic Boarding School; educational advantages unsurpassed; open all year; fall term begins Sept. 7. Address Bro. AUGUST, West Chester, N. Y.

Miss Walker's Day School for Girls, 148 Madison Avenue.
Miss Roberts, Principal.—The school has been entirely reorganized, and will be reopened October 3d. Primary, Intermediate, Academic, and College Preparatory Classes. Address Miss WALKER, 148 Madison Avenue, or Miss ROBERTS, Sandwich, Mass., until September 20.

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423 Madison Av., N. Y.
Reopens Monday, Oct. 3. Boys thoroughly prepared for all Colleges and Scientific Schools. Summer address of Principal until September 17th is Cotuit, Mass.

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Suburban to New York City. Lectures by professors in Columbia University. Morristown, N. J.

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SURROGATE NOTICES.

BAIRD, CLARA ESTELLE.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against CLARA ESTELLE BAIRD, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, at the office of Thomas Allison, No. 59 Liberty Street, in the Borough of Manhattan, City of New York, on or before the 10th day of October next.—Dated New York, the 25th day of March, 1898. JAMES BAIRD, Administrator. THOMAS ALLISON, Attorney for Administrator, No. 59 Liberty Street, Borough of Manhattan, New York City, New York. mh28-1aw6mM

BECK, BARBARA.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against BARBARA BECK, late of the City of New York, Borough of Manhattan, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, No. 31 Nassau Street, in the City of New York, on or before the 1st day of February next.—Dated New York, the 16th day of July, 1898. GEORGE GOSSMAN, Executor. JOSEPH H. HAYES, Attorney for Executor, 50 and 52 Exchange Place, Borough of Manhattan, City of New York. jy18-1aw6mM

BROWN, FREDERICK TURNER.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against FREDERICK TURNER BROWN, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at the office of her attorneys, undersigned, at No. 35 Wall Street, Borough of Manhattan, in the City of New York, on or before the 28th day of December next.—Dated New York, the 27th day of June, 1898. CAROLINE VOSE BROWN, Executrix. TRACY, BOARDMAN & PLATT, Attorneys for Executrix, 35 Wall Street, New York City. je27-1aw6mM

McKEAN, WILLIAM CHAMBERS.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against WILLIAM CHAMBERS McKEAN, late of the City of New York, deceased, to present the same, with the vouchers thereof, to the subscribers, at their place of transacting business, at the office of Francis Jordan, No. 18 Wall Street, in the City of New York, on or before the twenty-second day of September next.—Dated New York, the 12th day of March, 1898. CHARLES WHITEHEAD, GEORGE E. DIMOCK, Executors. FRANCIS JORDAN, Attorney for Executors, No. 18 Wall Street, New York City, New York. mh14-1aw6mM

GUERIN, ALBERT.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against ALBERT GUERIN, late of the City of New York, deceased, to present the same with vouchers thereof to the subscriber, at his place of transacting business, No. 100 Broadway, Borough of Manhattan, in the City of New York, on or before the 28th day of January next.—Dated New York, the 22d day of July, 1898. BARTOW S. WEEKS, Executor. GEO. GORDON BATTLE, Attorney for Executor, 100 Broadway, Borough of Manhattan, New York City, New York. jy25-1aw6mM

LEAVITT, DAVID.—In pursuance of an order of Hon. Frank T. Fitzgerald, Surrogate of the County of New York, notice is hereby given to all persons having claims against DAVID LEAVITT, late of the City of Dresden, Saxony, Germany, deceased, to present the same, with vouchers thereof, to the subscribers, at their place of transacting business, No. 44 and 46 Wall Street, Manhattan Borough, New York City, N. Y., on or before the 30th day of September, 1898.—Dated New York, March 14th, 1898. SHELDON LEAVITT, GEORGE C. KOBBE, Executors. JOHN H. ROOSEVELT, Attorney for Executors, 44 Wall Street, Manhattan Borough, N. Y. City. mh14-1aw6mM

EXCURSIONS.

CONEY ISLAND
Culver Route.
From Ft. Whitehall St. (Battery), N. Y. Via 39th St. (Brooklyn) Ferry.
Boats connecting with EXPRESS TRAINS. No stops.
LEAVE DAILY 8:30, 7:30 except Sunday, 9:00, 10:00, 11:00 A. M., 12:00 noon, 12:40 (except Sun.), 1:00, and every 20 minutes thereafter until 10:30 P. M. Frequent trains returning; last train leaves Coney Island at 11:30 P. M.
FARE 10 CENTS.

MANHATTAN BEACH
TRAINS LEAVE NEW YORK, FOOT 34TH ST., E. R.: Week days 5:40, 6:40, 7:40, 10:30 A. M., 12:10, 1:10, 1:50, 2:30, 3:10, 4:10, 5:10, 5:50, 6:30, 7:30, 7:50, 8:10, 9:20, 10:10, and 10:50 P. M. LEAVE NEW YORK, FOOT WHITEHALL ST., VIA 39TH ST., BROOKLYN, FERRY: Week days, 7:00, 8:00, 9:00, 10:00, 11:00 A. M., 12:00 noon, 1:00, 1:40, 2:20, 3:00, 3:40, 4:30, 5:00, 5:40, 6:30, 7:00, 7:40, 8:20, 9:00, 9:40, and 10:30 P. M. Excursion tickets 40c.

ROCKAWAY BEACH
TRAINS LEAVE FOOT 34TH ST., E. R., N. Y.: Week days 6:50, 8:30, 9:20, 10:50 A. M., 12:20, 1:50, (1:50 Sat. only,) 2:20, (2:50 Sat. only,) 3:20, 4:20, 5:20, 6:20, 7:20, 8:20, 9:20, (9:40 Sat. only) P. M. Leaves L. I. City 10 minutes later. Excursion tickets 40 cents.

NEW ROUTE TO ROCKAWAY BEACH
THROUGH TRAIN SERVICE FROM FERRIES, FOOT BROADWAY, BROOKLYN.
FARE 15c.
VIA BROOKLYN ELEVATED AND LONG ISLAND R. R.
Same rate of fare from Park Row, N. Y., via Brooklyn Bridge, or from any Brooklyn Elevated station.
Trains leave Broadway ferries, week days, hourly, 6:04 to 8:04 A. M.; half hourly, 9:04 A. M. to 9:04 P. M. Saturdays only 9:34 P. M.
Sundays, half hourly, 6:04 to 8:04, 8:24, 8:44, 9:04 A. M. Every 15 minutes, 9:04 to 11:04 A. M. Every 10 minutes, 11:04 A. M. to 9:44 P. M.

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A delightful sail on fast going steamers. Two grand concerts daily. Magnificent foliage, rare plants, and horticultural wonders. An unequaled menagerie, mammoth aquarium, grand museum, all FREE. Genuine Glen Island Clam Bake. Dinners a la carte. "Klein Deutschland." "The Dairy." Boating, bathing, fishing, bowling and billiards.

TIME TABLE—STEAMERS LEAVE Cortlandt St. piers 8:45, 10:00, 11:00 A. M., 12:00 M., 1:30, 2:30, 3:30, 5:15 P. M. So. 8th St., Brooklyn, 9:05, 10:15, 11:15 A. M., 12:15, 1:45, 2:45, 3:45 P. M. East 32d St., 9:30, 10:45, 11:45 A. M., 12:45, 2:15, 3:15, 4:15, 5:45 P. M. LEAVE GLEN ISLAND 11:00 A. M., 12:00 M., 1:00 P. M. for Cortlandt St. only, 1:30, 3, 4:30, 5, 6, 7, 8 P. M. for all landings. EXTRA BOATS SUNDAYS.

Special Boat From East 32d St. Only. ONE HOUR TO GLEN ISLAND.
9.00 A. M., 12.15 and 2.30 P. M. Returning, leave Glen Island 10.30 A. M., 1.30, and 5.30 P. M.
Special Boat From East 96th St. Only.
9.15 A. M., 12.15, and 2.15 P. M. Returning, leave Glen Island 2.00 and 7.30 P. M.
EXCURSION 40 CENTS.
Including Admission to all Attractions.

WEST POINT, NEWBURGH & POUGHKEEPSIE.
GRAND DAILY EXCURSION (Except Sunday) BY PALACE IRON DAY LINE STEAMERS "NEW YORK" and "ALBANY."
From Brooklyn, Fulton St., (by Annex,) 8 A. M.
" New York, Desbrosses St. Pier...8:40 "
" New York, West 22d St. Pier.........9 "
Returning, due in New York 5:30 P. M.
MORNING and AFTERNOON CONCERTS

SUMMER RESORTS.

New Jersey.

LONG BRANCH.
UNITED STATES HOTEL.
OCEAN FRONT.
Select family and transient hotel. Open until Sept. 12th. Orchestra; illustrated booklet; reasonable rates. J. C. VAN CLEAF, Prop.

Somerset Inn,
& EIGHT COTTAGES, BERNARDSVILLE, N. J.
Open to Nov. 1st. 35 miles from New York on D., L. & W. R. R., via Barclay or Christopher St. Ferry. Altitude, 800 feet. Many improvements since last year. GEO. W. TUTTLE, Manager.

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ADVERTISERS MAY LEAVE THEIR ORDERS AT 794 BROAD ST., NEWARK, WHERE THE SAME CARE AND ATTENTION WILL BE SHOWN AS AT MAIN OFFICE.

Miscellaneous.

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Quaker Hill, Dutchess Co., N. Y.
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N. S. HOWE, Manager.
Circulars and information of F. H. Scofield, 1 Madison Av., N. Y.

DUTCHER HOUSE
AND COTTAGES, PAWLING, N. Y.
First-class accommodations; 90 minutes from Grand Central Depot, Harlem R. R.; eight fast trains daily each way. Send for circular. Address C. V. LANSING, Manager.

SURROGATE NOTICES.

MARTIN, MICHAEL.—In pursuance of an order of Hon. John H. V. Arnold, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against MICHAEL MARTIN, late of the City of New York, deceased, to present the same, with vouchers thereof, to the subscriber, at his place of transacting business, at the office of Booraem, Hamilton & Beckett, No. 100 Broadway, in the City of New York, on or before the 20th day of October next.—Dated New York, the 9th day of April, 1898. FRANCIS MARTIN, Administrator. BOORAEM, HAMILTON & BECKETT, Att'ys for Administrator, 100 Broadway, Borough of Manhattan, New York. ap11-1aw6mM

CLARK, ROBERT.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the County of New York, notice is hereby given to all persons having claims against ROBERT CLARK, late of the City and County of New York, deceased, to present the same with vouchers thereof to the subscribers, at their place of transacting business, at the office of Douglas Mathewson, No. 265 Broadway, in the Borough of Manhattan, in the City of New York, on or before the sixteenth day of November next.—Dated New York, the ninth day of May, 1898. MARY E. CLARK, CATHARINE A. WINNIK, CHARLES E. WINNIK, Executrices and Executor. DOUGLAS MATHEWSON, Attorney for Executrices and Executor, No. 265 Broadway, Manhattan, New York City. my9-1aw6mM

PATRICK, RICHARD.—The people of the State of New York, by the grace of God free and independent, to Martin V. B. Wagoner, as executor of the last will and testament of Elsie Patrick, deceased, John H. Patrick, Alice N. Perkins, Benjamin H. Patrick, James M. Patrick, Margaret Patrick, as administratrix, &c., of William S. Patrick, Robert M. Patrick, Caroline Ray, Sarah M. Petersen, Alice N. McDougall, Charles McDougall, John H. Thorne, William P. Thorne, Sarah Johnston, Elida Rouse, Sarah E. Macdonald, Abner L. Ely, Edward B. Read, Calvin Read, Elsie R. Wagoner, John E. Burns, Helen M. Studwell, E. Reed Burns, and Henry Jenkins Reed, as executor of the last will and testament of Charlotte Reed, deceased, and to all persons interested in the estate of RICHARD PATRICK, late of the City of New York, deceased, as creditors, legatees, next of kin or otherwise, send greeting:

You and each of you are hereby cited and required personally to be and appear before our Surrogate of the City and County of New York, at the Surrogate's Court of said city and county, held at the County Court House, in the City of New York, on the thirteenth day of September, 1898, at half-past ten o'clock in the forenoon of that day, then and there to attend a judicial settlement of the account of proceedings of Eugene Smith, as executor of the last will and testament of said deceased, and then and there to show cause why the said Eugene Smith, as executor, upon such judicial settlement of his account, shall not be absolutely and finally discharged from all responsibility to any and all persons by reason of his acts, doings and omissions as such executor, and such of you as are hereby cited, as are under the age of twenty-one years, are required to appear by your guardian, if you have one, or if you have none, to appear and apply for one to be appointed, or in the event of your neglect or failure to do so, a guardian will be appointed by the Surrogate to represent and act for you in the proceeding.

In testimony whereof, we have caused the seal of the Surrogate's Court of the said City and County of New York to be hereunto [L. S.] affixed. Witness, Hon. John H. V. Arnold, a Surrogate of our said city and county, at the City of New York, the 2nd day of July, in the year of our Lord one thousand eight hundred and ninety-eight.
J. FAIRFAX McLAUGHLIN,
jy18-1aw6wM Clerk of the Surrogate's Court.

THOMAS, CAROLINE R.—In pursuance of an order of Hon. Frank T. Fitzgerald, a Surrogate of the City and County of New York, notice is hereby given to all persons having claims against CAROLINE R. THOMAS, late of the City of New York, deceased, to present the same with vouchers thereof to the subscribers at their place of transacting business, at the office of Messrs. Boardman & Boardman, at No. 155 and 157 Broadway, in the City of New York, Borough of Manhattan, on or before the first day of December next.—Dated New York, the 13th day of May, 1898. EDWARD C. BARNUM, JOHN A. HANCE, Executors of the last will and testament of Caroline R. Thomas, deceased. BOARDMAN & BOARDMAN, Attorneys for Executors, 155 and 157 Broadway, New York City. my16-1aw6mM

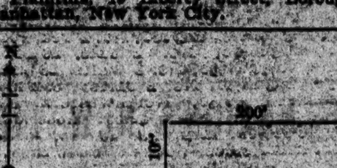
THE NEW YORK TIMES.
"All the News That's Fit to Print."

[illegible]

N. Y. SUPREME COURT, [illegible] RICHARD C. VOTE [illegible]

In pursuance of a judgment of foreclosure and sale duly made and entered in the above-entitled action, bearing date the [illegible] day of [illegible] 1898, I, the undersigned, the referee in said judgment named, will sell at public auction, at the Exchange Sales Rooms, [illegible] Broadway, in the Borough of Manhattan, City of New York, on the [illegible] day of September, [illegible] at 12 o'clock noon on that day, by James L. Wells, auctioneer, the premises directed by said judgment to be sold and therein described as follows:

All that certain plot, piece or parcel of land situate in the Twelfth Ward of the City of New York, and bounded and described as follows: Beginning at a point on the northerly side of Ninety-seventh Street, distant two hundred (200) feet easterly from the northeast corner of Madison Avenue and Ninety-seventh Street; running thence northerly on a line parallel with the easterly side of Madison Avenue one hundred (100) feet and ten (10) inches, more or less, to the centre line of block between Ninety-seventh and Ninety-eighth Streets; thence easterly along said centre line of block two hundred feet to the westerly side of Fourth Avenue; thence southerly along the westerly side of Fourth Avenue one hundred (100) feet and ten (10) inches, more or less, to the northerly side of Ninety-seventh Street, and thence westerly along the northerly side of Ninety-seventh Street, two hundred (200) feet to the place of beginning.—Dated New York, August 11th, 1898.
[Signed] WM. B. HORNBLOWER, Referee.
LEXOW, MACKELLAR & WELLS, Attorneys for Plaintiffs, 19 Liberty Street, Borough of Manhattan, New York City.



East 97th St.

The approximate amount of the lien or charge to satisfy which the above described property is to be sold is $41,127.76 with interest thereon from the 11th day of August 1898, together with costs and allowances amounting to $381.47 with interest from the 11th day of August, 1898, together with the expenses of the sale. The approximate amount of taxes, assessments or other liens which are to be allowed to the purchaser out of the purchase money, or paid by the referee is $3,143.10 and interest.—Dated New York, August 11th, 1898.
[Signed] WM. B. HORNBLOWER, Referee.

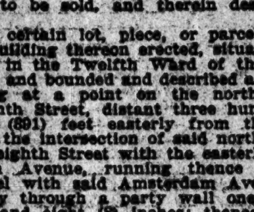
EIGHTY-EIGHTH STREET.—Supreme Court, County of New York.—JOHN A. STRALEY and others, plaintiffs, against HENRY VAN HOEVENBERGH and others, defendants.

In pursuance of a judgment of foreclosure and sale duly made and entered in the above-entitled action bearing date the eleventh day of August, 1898, I, the undersigned, the referee in said judgment named, will sell at public auction at the New York Real Estate Salesrooms, No. 111 Broadway, in the Borough of Manhattan, City of New York, on the eighth day of September, 1898, at twelve o'clock noon on that day, by Peter F. Meyer, Auctioneer, the premises directed by said judgment to be sold, and therein described as follows:

All that certain lot, piece, or parcel of land with the building thereon erected, situated, lying and being in the Twelfth Ward of the City of New York, and bounded and described as follows:

Beginning at a point on the north side of Eighty-eighth Street, distant three hundred and ninety-one (391) feet easterly from the corner formed by the intersection of said northerly side of Eighty-eighth Street with the easterly side of Amsterdam Avenue, running thence northerly and parallel with said Amsterdam Avenue part of the way through a party wall one hundred (100) feet and eight (8) inches; thence easterly and parallel with said Eighty-eighth Street seventeen feet; thence southerly and again parallel with Amsterdam Avenue one hundred (100) feet and eight (8) inches, and part of the way through a party wall to the said northerly side of Eighty-eighth Street, and thence westerly along said northerly side of Eighty-eighth Street seventeen feet to the point or place of beginning, being known as No. 147 West Eighty-eighth Street.

Dated, N. Y., August 12th, 1898.
RUSSELL BENEDICT, Referee.
STRALEY, HASBROUCK & SCHLOEDER, Plaintiffs' Attorneys in person, 280 Broadway, New York City, Borough of Manhattan.



88th Street.

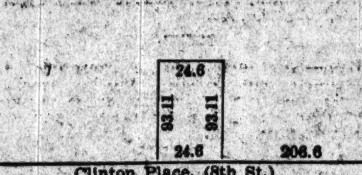
The premises will be sold subject to a mortgage for $14,500 and interest from the first day of December, 1897, at five per cent.

The approximate amount of the lien or charge to satisfy which the above described property is to be sold is $1,606.75 with interest thereon from August 4th, 1898, together with costs and allowances amounting to $165.40 with interest from August 4th, 1898, together with the expenses of the sale. The approximate amount of taxes, assessments or liens which are to be allowed to the purchaser out of the purchase money or paid by the referee is $240.80 and interest, and also the taxes payable for 1898 when confirmed.

Dated, N. Y., August 12th, 1898.
RUSSELL BENEDICT, Referee.
au15-2aw3wM&Th&S

88 CLINTON PLACE.—New York Supreme Court, County of New York.—SARAH C. DOUGLASS, plaintiff, against RACHEL GRUNHUT and another, defendants.—In pursuance of a judgment of foreclosure and sale duly made and entered in the above-entitled action, bearing date the 8th day of August, 1898, I, the undersigned referee in said judgment named, will sell at public auction at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, City, County, and State of New York, on Wednesday, the 7th day of September, 1898, at 12 o'clock noon of that day, by Peter F. Meyer, auctioneer, the following premises, described in the said judgment as follows: All that certain lot, piece, or parcel of land situate, lying, and being in the City of New York, bounded and described as follows: Beginning at a point in the northerly line of Clinton Place, (or Eighth Street,) distant two hundred and six feet six inches westerly from the corner formed by the intersection of the northerly line of Clinton Place with the westerly line of Fifth Avenue; running thence northerly parallel with Fifth Avenue ninety-three feet eleven inches; thence running westerly parallel with Clinton Place twenty-four feet six inches; thence running southerly parallel with Fifth Avenue and part of the distance through a party wall ninety-three feet eleven inches to the northerly line of Clinton Place, and thence running easterly along said northerly line of Clinton Place twenty-four feet six inches to the point or place of beginning.—Dated New York, August 11, 1898.
THEODORE F. HASCALL, Referee.
BOWERS & SANDS, Plaintiff's Attorneys, 31 Nassau Street, New York City.

The following is a diagram of the property referred to in the foregoing notice of sale:



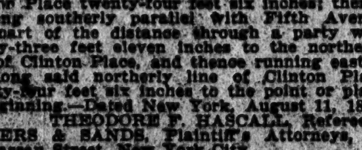
Clinton Place, (8th St.)

The approximate aggregate amount of the plaintiff's lien upon the premises, with interest, costs, and disbursements, is $24,841.44, and of taxes, assessments, and water rates, $768.20.
THEODORE F. HASCALL, Referee.
BOWERS & SANDS, Plaintiff's Attorneys, New York City. au17-2aw3wW&M&S

85 CLINTON PLACE.—New York Supreme Court, County of New York.—FREDERIC J. MIDDLEBROOK, plaintiff, against RACHEL GRUNHUT and another, defendants.

In pursuance of a judgment of foreclosure and sale duly made and entered in the above-entitled action, bearing date the 8th day of August, 1898, I, the undersigned referee in said judgment named, will sell at public auction at the New York Real Estate Salesroom, No. 111 Broadway, in the Borough of Manhattan, City, County and State of New York, on Wednesday, the 7th day of September, 1898, at 12 o'clock noon of that day, by Peter F. Meyer, Auctioneer, the following premises described in the said judgment as follows: All that certain lot, piece, or parcel of land, situate, lying, and being in the City of New York, bounded and described as follows: Beginning at a point in the northerly line of Clinton Place, (or Eighth Street,) distant two hundred and thirty-one feet westerly from the corner formed by the intersection of the northerly line of Clinton Place with the westerly line of Fifth Avenue; running thence northerly parallel with Fifth Avenue and part of the distance through a party wall ninety-three feet eleven inches; thence running westerly parallel with Clinton Place twenty-four feet six inches; thence running southerly parallel with Fifth Avenue and part of the distance through a party wall ninety-three feet eleven inches to the northerly line of Clinton Place, and thence running easterly along said northerly line of Clinton Place twenty-four feet six inches to the point or place of beginning.—Dated New York, August 11, 1898.
THEODORE F. HASCALL, Referee.
BOWERS & SANDS, Plaintiff's Attorneys, 31 Nassau Street, New York City.

The following is a diagram of the property referred to in the foregoing notice of sale:



Clinton Place, (8th St.)

The approximate aggregate amount of the plaintiff's lien upon the premises, with interest, costs, and disbursements, is $24,855.59 and of taxes, assessments, and water rates, [illegible]
THEODORE F. HASCALL, Referee.
BOWERS & SANDS, Plaintiff's Attorneys, 31 Nassau Street, New York City.
au17-2aw3wW&M&S

LEGAL NOTICES.

I WILL NOT BE RESPONSIBLE FOR ANY debts that my wife, Dora Lessner, contracts, as she has left my bed and board. [illegible] LESSNER.

LEGAL NOTICES.

AT A SPECIAL TERM OF THE SUPREME Court of the State of New York, held in and for the City and County of New York, at the Chambers in the County Court House, in said city, on the [illegible] day of [illegible] 1898. Present—Hon. William N. Cohen, Justice.—In the matter of the ANTON CIVILL POLYTECHNIC INSTITUTE for a voluntary dissolution.

On reading the petition of Hannah Tiberia Civill, Sebastian Grover Civill, Berthold Wendell, Secretary and Treasurer, and James W. Tweed, Trustee and President of the Anton Civill Polytechnic Institute, verified the 24th and 25th, May, 1897, which was filed in New York County Clerk's office on 28th July, 1897, showing that they are all the Trustees and officers of said corporation; that "The Anton Civill Polytechnic Institute" was incorporated on the 26th of November, 1879, by and under the laws of the State of New York, and the principal office of said corporation is in the City and County of New York.

That the said Trustees and officers of said corporation deem it beneficial to the interests of the stockholders that the corporation should be dissolved.

And on the affidavit of Jacob W. Foster, verified the 18th day of May, 1898, showing that notice of the application to the Court on said 28th July, 1897, for the dissolution of the corporation was not given to the Attorney General of the State of New York as required by law.

Now on due proof of service on the Attorney General of notice of this application and on motion of August Reymert, attorney for said petitioners, the Attorney General not opposing.

Ordered, that all persons interested in the said corporation show cause before Samuel Strasburger, Esq., at his office, No. 132 Nassau Street, in the City and County of New York, on the first Tuesday of September, 1898, at 10:30 A. M. of that day, or as soon thereafter as counsel can be heard.

Why the said corporation should not be dissolved, and for such further or other order as to the Court shall seem proper.

A copy of this order must be published once a week for three successive weeks immediately preceding the first Monday of September, 1898, in "The Albany Evening Journal," a newspaper published in Albany, in said State, and in "The Mail and Express" and "The New York Times," two newspapers published in the City of New York. Enter,
[Seal.] WM. N. COHEN, J. S. C.
A copy. WM. SOHMER, Clerk.

NEW YORK SUPREME COURT, NEW YORK County.—WILLIAM H. HUSSEY and FREDERICK HUSSEY, plaintiffs, against WILLIAM L. HAMILTON and others, impleaded with John Doe and Richard Roe, said names "John Doe" and "Richard Roe" being fictitious, the true names of said defendants being unknown to plaintiffs; John Williams and John Moore, the said names "John Williams" and "John Moore" being fictitious, the true names of said defendants being unknown to plaintiffs; said defendants John Doe and Richard Roe, John Williams and John Moore, being designated in the declaration of trust or agreement mentioned in the complaint in this action as Lester & Co. and Williams & Moore, respectively; and the persons who are, or who may claim to be, creditors of said William L. Hamilton or said William L. Hamilton and Mary A. McNiece, composing the firm of Hamilton & McNiece, said persons being hereby designated as "unknown," and being hereby described as the beneficiaries under a certain declaration of trust or agreement mentioned in the complaint in this action, made by John Glass, Junior, who are not enumerated therein by name, and also their executors, administrators, legal representatives and assigns, all of whose names are unknown to plaintiffs, defendants.

To the above-named defendants: You are hereby summoned to answer the complaint in this action, and to serve a copy of your answer on the plaintiffs' attorneys within twenty days after the service of this summons, exclusive of the day of service, and in case of your failure to appear, or answer, judgment will be taken against you by default for the relief demanded in the complaint.—Dated the 9th day of June, 1898.
PHILLIPS & AVERY,
Attorneys for Plaintiffs,
154 Nassau Street, Tribune Building, Borough of Manhattan, New York City.

To all the defendants above named except William L. Hamilton: The foregoing summons is served upon you by publication, pursuant to an order of Hon. Henry Bischoff, Jr., a Justice of the Supreme Court of the State of New York, dated and filed with the complaint in the office of the Clerk of the County of New York on the 28th day of July, 1898.—Dated July 28th, 1898.
PHILLIPS & AVERY,
Attorneys for Plaintiffs,
Office and Post Office Address, 154 Nassau Street, Borough of Manhattan, New York City,
au1-1aw6wM

TRAVELERS' GUIDE—STEAMBOATS.

Hudson River by Daylight.
PALACE IRON DAY LINE STEAMERS "NEW YORK" and "ALBANY."
Finest and fastest river steamers in the world.
Daily except Sunday.
Leaves Brooklyn, Fulton St., (by Annex,) 8 A. M.
" New York, Desbrosses St. Pier..8:40 "
" West 22d St. Pier.....9 "
For ALBANY, landing at Yonkers, West Point, Newburgh, Poughkeepsie, Kingston Point, Catskill and Hudson. Best route to the CATSKILLS, SARATOGA, etc. Through tickets, NORTH, EAST, and WEST. Baggage checked from residence to destination by New York Transfer Co.

CATSKILL EVENING LINE.
Steamers ONTEORA (new) and KAATERSKILL leave foot of Christopher St. every week-day at 6 P. M.
On Saturdays ONTEORA at 1:30 P. M. and KAATERSKILL at 6 P. M.
Trains for Cairo, Palenville, Otis Summit, Haines Corners, Tannersville, etc., connect.
Bicycles free. Horses and carriages taken.
Descriptive folder mailed free.

Albany Evening Line.
The popular steamers ADIRONDACK and DEAN RICHMOND will leave Old Pier 41, N. R., foot Canal St., at 6 P. M. daily, (Sundays excepted,) making direct connections with trains North, East, and West.

NEW HAVEN.—Fare, $1. Excursion, $1.50. Sunday excursion, $1.00. Fast steamers leave Pier 25 E. R., week days, 3 P. M. and 12 midnight sharp. Sundays, 9:30 A. M. and 12 midnight sharp; week day steamers connect on wharf with trains for Meriden, Hartford, Springfield, and points North.

Hudson River Steamer Mary Powell. Leaving Desbrosses St. 3:15 P. M., (Saturdays 1:45 P. M.,) West 22d St. 3:30 P. M., (Saturdays 2 P. M.,) for CRANSTONS, WEST POINT, CORNWALL, NEWBURGH, NEW HAMBURGH, MILTON, PO'KEEPSIE, HYDE PARK, RONDOUT, and KINGSTON.

HUDSON AND COXSACKIE BOATS leave foot of Christopher St. every week-day at 6 P. M., connecting with B. & A. R. R. Saturdays an extra boat (new steamer ONTEORA) at 1:30 P. M. for Catskill, with annex to Hudson.

RAMSDELL LINE FOR NEWBURGH, CALLing at West Point, Cold Spring, and Cornwall—Fishkill (by ferry.)—Leaves Pier 24, North River, foot Franklin St., week days, (except Saturdays,) 5 P. M.; Saturdays 3 P. M.; landing at 132d St. N.R., 3:30. Saturdays, 9 A.M.; 132d St., N.R., 9:30.

TRAVELERS' GUIDE—SHIPPING.

HAMBURG-AMERICAN
TWIN SCREW EXPRESS LINE
DIRECT TO PARIS, LONDON, HAMBURG
F. Bism'ck, Aug. 25, 9 AM | F. Bism'ck, Sept. 22, 9 AM
A. Victoria, Sept. 8, 9 AM | A. Victoria, Oct. 6, 9 AM
Twin Screw Service, N. Y.—Hamburg Direct.
Patria, Aug. 27, 1 PM | Penn'vania, Sept. 17, 4 PM
Phoenicia, Sept. 10, 1 PM | Palatia, Sept. 24, 11:30 AM
HAMBURG-AMERICAN LINE, 37 Broadway, N. Y.

AMERICAN LINE.
NEW YORK, SOUTHAMPTON, (LONDON).
Sailing Saturdays at Noon.
Pennland.........Sept. 3 | Belgenland.........Sept. 24
Rhynland.........Sept. 17 | Pennland.........Oct. 1

RED STAR LINE.
NEW YORK—SOUTHAMPTON—ANTWERP.
Sailing every Wednesday at Noon.
Noordland.........Aug. 24 | Southwark.........Sept. 7
Friesland.........Aug. 31 | Westernland.........Sept. 14
INTERNATIONAL NAVIGATION COMPANY.
Piers 14 and 15 North River, Office, 6 Bowling Gr'n.

WHITE STAR LINE.
NEW YORK—QUEENSTOWN—LIVERPOOL.
Germanic, Aug. 24, Noon | Majestic, Sept. 14, noon
Cymric, Aug. 30, 9 AM | Germanic, Sept. 21, Noon
Teutonic, Aug. 31, Noon | Teutonic, Sept. 28, Noon
Britannic, Sept. 7, Noon | Cymric, Oct. 4, 8:30 A.M.
Saloon rates on Cymric, $65 up; Germanic, Britannic, $75 up; Majestic, Teutonic, $100 up. Second Cabin, $42.50 upwards; Steerage on Cymric, Germanic, and Britannic, $25.50; on Majestic and Teutonic, $27.00. Revenue tax additional.
For passage, freight, and general information apply to WHITE STAR LINE, Pier 45 North River. Office, 9 Broadway, N. Y.

ATLANTIC TRANSPORT LINE.
NEW YORK—LONDON.
BOADICEA.........August 27
ALEXANDRA.........September 3
WINIFREDA.........September 10
CLEOPATRA.........September 17
VICTORIA.........September 24
ALL NEW STEAMERS, THOROUGHLY AND LUXURIOUSLY FITTED WITH EVERY MODERN CONVENIENCE. ALL STATEROOMS LOCATED AMIDSHIPS ON UPPER DECKS. STEAMERS SAIL FROM PIER 39 NORTH RIVER, FOOT OF WEST HOUSTON ST. APPLY 1 BROADWAY.

CUNARD LINE.
TO LIVERPOOL VIA QUEENSTOWN.
From Pier 40 N. R., foot of Clarkson St.
Servia, Aug. 23, 9 AM | Aurania, Sept. 6, 10 AM
Umbria, Aug. 27, 10 AM | Etruria, Sept. 10, 10 AM
Lucania, Sept. 3, 8 AM | Campania, Sept. 17, 2 PM
VERNON H. BROWN & CO., Gen. Agents,
4 BOWLING GREEN, NEW YORK.

JAPAN-CHINA.
PACIFIC MAIL S. S. CO.
OCCIDENTAL AND ORIENTAL S. S. CO.
Between San Francisco, Shanghai, Yokohama, and Hongkong.
Steamers leave San Francisco.
BELGIC, via Honolulu.........Sept. 3, 1 P. M.
PERU, via Honolulu.........Sept. 13, 1 P. M.
COPTIC, via Honolulu.........Sept. 17, 1 P. M.
CITY RIO DE JANEIRO, via Honolulu, Oct. 1
GAELIC, via Honolulu.........Oct. 11, 1 P. M.
For freight, passage, and general information apply at 349 Broadway or 1 Battery Place, Washington Building, and 287 Broadway.

TRAVELERS' GUIDE—SHIPPING.

OLD DOMINION LINE.
UNINTERRUPTED SERVICE.
Shortest Sea Trips Out of New York.
Delightful tours to Old Point Comfort, Norfolk, Newport News, Petersburg, Portsmouth, Pinner's Point, Richmond, Va., Virginia Beach, Va., and Washington, D. C. Freight and passenger steamers sail from Pier 26 North River every week day, except Saturday, at 3 P. M., and Saturday at 4 P. M. W. L. GUILLAUDEU, Vice Pres't & Traffic Mgr.

COOK'S SPECIAL TOUR TO MANILA AND ROUND THE WORLD leaves SAN FRANCISCO OCTOBER 20, by S. S. "DORIC," visiting the HAWAIIAN ISLANDS, JAPAN, CHINA, the PHILIPPINES, the STRAITS SETTLEMENTS, CEYLON, INDIA, EGYPT, &c. Very comprehensive, high-class, six months' tour; limited numbers. Programmes from THOS. COOK & SON, 261 and 1,225 Broadway, New York.

TRAVELERS' GUIDE—RAILROADS.

"America's Greatest Railroad."

NEW YORK CENTRAL

All through trains stop at Albany, Utica, Syracuse, Rochester, and Buffalo.
Trains leave Grand Central Station:
8:30 A. M.—Daily, except Sunday. Famous EMPIRE STATE EXPRESS LIMITED. Fastest train in the world. Due Buffalo, 4:45, Niagara Falls, 5:32, Toronto 9 P. M., Detroit 11:10 P. M. Limited to its seating capacity.
8:33 A. M.—ADIRONDACKS, 1,000 ISLANDS, AND MONTREAL, except Sunday.
8:45 A. M.—FAST MAIL—Daily, for Buffalo, Niagara Falls, and Cleveland.
9:40 A. M.—SARATOGA AND MONTREAL SPECIAL, daily, except Sunday.
10:30 A. M.—DAY EXPRESS, except Sunday. For important State points.
1:00 P. M.—SOUTHWESTERN LIMITED and CHICAGO SPECIAL. Daily—For Columbus, Cincinnati, St. Louis, and Chicago.
3:30 P. M.—TROY AND SARATOGA SPECIAL, except Sunday—For Troy and Saratoga.
5:00 P. M.—LAKE SHORE LIMITED. Daily—24-hour train to Chicago, via Lake Shore; due Cleveland 7:15 A. M. Due Chicago 4 P. M. Sleeping and parlor cars only.
6:00 P. M.—WESTERN EXPRESS. Daily—For Niagara Falls, Toronto, Cleveland, Toledo, Detroit, Chicago, Cincinnati.
6:25 P. M.—NORTHERN EXPRESS. Daily—For Montreal, and, except Saturday, for Ottawa.
7:40 P. M.—ADIRONDACKS, 1,000 ISLANDS, AND MONTREAL daily.
8:45 P. M.—BUFFALO AND SOUTHWESTERN SPECIAL. Daily—For Cleveland, Cincinnati, Indianapolis, and St. Louis.
9:00 P. M.—SPECIAL LIMITED MAIL. Daily—Sleeping car only for Fall Brook, via Lyons, and for Rochester and Buffalo.
9:15 P. M.—PACIFIC EXPRESS. Daily—For Oswego, Ogdensburg, Cape Vincent, Niagara Falls, Cleveland, Toledo, Chicago, and, except Saturdays, for Auburn Road.
12:10 Night—MIDNIGHT EXPRESS. For Chicago, except Sunday nights. Sunday nights Chicago sleepers leave at 9:15.
HARLEM DIVISION.
9:15 A. M. and 3:27 P. M.—Daily, except Sunday, to Pittsfield. Sundays only at 9:20 A. M.
Wagner Palace Cars on all through trains.
Trains illuminated with Pintsch Light.
Ticket offices at 113, 261, 413, and 942 Broadway, 31 East 14th St., 235 Columbus Av., 61 West 125th St., Grand Central Station, 125th St. and 138th St. Stations, New York; 338 and 726 Fulton St. and 106 Broadway, E. D., Brooklyn.
Telephone "2790 Thirty-eighth Street" for New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Co.
GEORGE H. DANIELS, General Pass. Agent.

WEST SHORE R. R.
Trains leave W. 42d St. Station, N. Y., as follows, and 15m. earlier from foot of Franklin St.:
A, 10:00 A. M. Daily, except Sunday, for Cornwall, Newburgh, Kingston, New Paltz, Lakes Mohonk and Minnewaska, and all Catskill Mountain points.
B, 11:35 A. M. Daily, except Sunday, for Cranston's, West Point, Kingston, New Paltz, Lakes Mohonk and Minnewaska, Catskill Mountains, Albany, Saratoga, and Lake George.
1:00 P. M. CONTINENTAL LIMITED. Daily, for Albany, Syracuse, Rochester, Buffalo, Niagara Falls, Cleveland, Detroit, Chicago, and St. Louis. Arrives Chicago and St. Louis next afternoon.
1:15 P. M. Half-Holiday Special. Runs Saturdays only for all Catskill Mountain points.
C, 3:45 P. M. Daily, except Sunday, for Kingston, Lakes Mohonk and Minnewaska, Catskill Mountains, Catskill, and Albany.
C, 4:00 P. M. Daily, except Sunday, for Congers, Cranston's, West Point, Cornwall, Newburgh, and intermediate stations to Albany.
6:00 P. M. Daily, except Sunday, for Albany, Saratoga, Montreal, and Eastern Canada.
6:30 P. M. Chicago and St. Louis Limited. Daily for Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis.
7:45 P. M. Daily, except Sunday, for Syracuse, Rochester, Buffalo, and Toronto.
8:15 P. M. Daily, for Albany, Utica, Syracuse, Rochester, Buffalo, Niagara Falls, Toronto, Detroit, Cleveland, Chicago, and St. Louis. Saturday night has sleeping car for Catskill Mountains.
A, B, C.—Leaves Brooklyn Annex A, 9:15 A. M. B, 10:45 A. M. C, 3:05 P. M. Jersey City P. R. R. Station, A, 9:45 A. M. B, 11:20 A. M. C, 3:35 P. M.
Time Table at principal hotels and offices.
C. E. LAMBERT, General Passenger Agent, 5 Vanderbilt Av., New York.

DELAWARE, LACKAWANNA AND WESTERN
Stations in New York foot of Barclay and Christopher Streets.
VESTIBULE TRAINS, PULLMAN BUFFET CARS, PINTSCH LIGHT.
8:00 A. M.—BINGHAMTON MAIL. Stops at principal stations.
10:00 A. M. (cafe car)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, UTICA, RICHFIELD SPRINGS, SYRACUSE, and OSWEGO EXPRESS. Pullman Palace Cars. Connecting at Buffalo with trains for Chicago and points West.
1:00 P. M. (daily)—CHICAGO and BUFFALO VESTIBULED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, &c. Pullman Buffet Parlor Cars to Elmira. Through sleeping cars and day coach to Chicago, arriving at 4:15 P. M. next day.
4:00 P. M.—SCRANTON, WILKESBARRE, and PLYMOUTH EXPRESS. Pullman Buffet Parlor Cars.
7:00 P. M. (daily)—CHICAGO and BUFFALO VESTIBULED LIMITED EXPRESS for SCRANTON, BINGHAMTON, ELMIRA, BUFFALO. Through Buffet Sleeping Car to Chicago.
8:30 P. M. (daily)—BUFFALO EXPRESS. Pullman Sleeper for SCRANTON, BINGHAMTON, ELMIRA, BATH, MT. MORRIS, and BUFFALO, arriving Buffalo 8 A. M.
9:30 P. M. (daily)—BUFFALO, SCRANTON, BINGHAMTON, OWEGO, ITHACA, ELMIRA, SYRACUSE, RICHFIELD SPRINGS, and OSWEGO EXPRESS. Pullman Buffet Sleepers.
TICKETS AND PULLMAN ACCOMMODATIONS at Henry Gaze & Sons, Ltd., 113 Broadway, 14 Park Place, 429 Broadway, and 942 Broadway. Tickets at Ferry Stations, 111 Fourth Av., cor. 12th St.; 61 West 125th St., 235 Columbus Av., New York; 338 and 726 Fulton St., and 106 Broadway, Brooklyn. Time tables, giving full information, at all stations.
Westcott's Express Company will call for and check baggage from hotel or residence to destination.

ERIE RAILROAD.
Through trains leave New York, foot of Chambers Street, as follows, and five minutes earlier from West 23d Street:
9:00 A. M.—Vestibuled Express daily for Binghamton, Waverly, Elmira, Buffalo, Bradford, arrives Buffalo 8 P. M. Parlor car to Buffalo.
9:15 A. M.—Vestibuled Express daily for Port Jervis and Monticello. Daily except Sunday for Lackawaxen, Honesdale, and important local points to Elmira. Pullman Parlor Cars for Monticello and Elmira.
2:00 P. M.—Vestibuled Limited Fast Mail daily. Solid train for Chicago, arrives Cleveland 7:40 A. M., Chicago 5 P. M. Sleepers to Chicago, Cleveland, and Cincinnati. Dining Car.
7:30 P. M.—Buffalo and Cleveland Vestibuled Express daily, arrives Buffalo 7:05 A. M., Bradford 7:20 A. M., Jamestown 7:00 A. M., Youngstown 10:27 A. M., Cleveland 12:30 P. M. Sleepers to Buffalo and Cleveland. Café Library Car.
9:15 P. M.—Daily solid train for Binghamton, Elmira, Waverly, Chicago. Sleepers to Hornellsville, Chicago, and Cincinnati. Dining Car.
Tickets, local time cards, and Pullman accommodation at 111, 113, 261, 401, and 957 Broadway, 127 Bowery, 156 East 125th St., and 273 West 125th St., Chambers and W. 23d St. Ferries, New York; 333 and 860 Fulton St., 98 Broadway, Brooklyn; 122 River St., Hoboken, and Jersey City Station. New York Transfer Co. calls for and checks baggage from hotels and residences to destination.

NEW YORK, ONTARIO & WESTERN RY
Trains leave foot of W. 42d St. as follows, (15 minutes earlier from Franklin St.:)
7:55 A. M.—Day Express for all stations. Connections for Lakes Mohonk and Minnewaska, and Ellenville. Parlor Cars.
9:15 A. M.—Mountain Express to Liberty and intermediate stations, Lake Kiamesha and White Lake, Ellenville. Parlor Cars.
1:00 P. M. (Saturdays only)—Stations to Rockland, Lake Kiamesha, White Lake, and Ellenville. Parlor Cars.
3:15 P. M.—Vestibule Limited. Stations to Rockland, Lakes Mohonk and Minnewaska, Ellenville, Lake Kiamesha, and White Lake. Parlor Cars.
6:15 P. M. (Franklin St. 5:45 P. M.)—To Chicago (daily.) Stops at Middletown, Liberty, L. Manor, Walton, Norwich, Oneida, Oswego, Niagara Falls. Wagner Sleeper and Reclining Chair Car (seats free) through to Chicago, via Wabash.
TICKETS AND PARLOR CAR SEATS AT 371 Broadway, N. Y. N. Y. Transfer Co. checks baggage from residence to destination.

NEW YORK AND LONG BRANCH RAILROAD
SUMMER SCHEDULE.
All Rail Line for Long Branch, Ocean Grove, Asbury Park, and Atlantic Coast Resorts to Point Pleasant.
TRAINS LEAVE NEW YORK AS FOLLOWS:
From foot of Cortlandt and Desbrosses Streets 4:45, 9:10 A. M., 12:10, *1:20, (Saturdays only,) 2:30, *3:10, *3:40, 4:20, *5:10, 7:00 P. M. Sundays 9:15, 9:45 A. M., 5:15 P. M.
From foot Liberty Street, 4:30, 8:30, 10:00 A. M., *1:00, (Saturdays only,) 2:15, *3:30, 3:53, *4:45, 5:30, 6:15, 8:00, (Saturdays only.) P. M. Sundays 9:15 A. M., 1:30, 4:00 P. M.
From South Ferry, foot Whitehall Street, 8:25, 10:00 A. M., *1:00, (Saturdays only,) 2:10, *3:20, 3:40, *4:40, 5:25, 6:10, 8:50, (Saturdays only.) P. M. Sundays 9:10 A. M., 1:25, 3:55 P. M.
From foot West Twenty-third Street 8:50, 11:50 A. M., *12:50, (Saturdays only,) 2:20, *2:50, 3:20, 3:50, 4:20, 4:50, 6:50 P. M. Sundays 7:50, 9:20 A. M., 4:50 P. M.
Sunday trains do not stop at Ocean Grove and Asbury Park.
*Denotes express trains.

TRAVELERS' GUIDE—RAILROADS.

PENNSYLVANIA RAILROAD.
STATIONS foot of West Twenty-third Street and Desbrosses and Cortlandt Streets.
☞ The leaving time from Desbrosses and Cortlandt Streets is ten minutes later than that given below for Twenty-third Street Station.
7:50 A. M. FAST MAIL.—Pullman Buffet Parlor Car New York to Pittsburg. Sleeping Car Pittsburg to Chicago. No coaches to Pittsburg.
8:50 A. M. FAST LINE.—Pittsburg and Cleveland.
9:50 A. M. PENNSYLVANIA LIMITED.—Pullman Compartment Sleeping, Dining, Smoking, and Observation Cars. For Chicago, Cleveland, Toledo, Cincinnati, Indianapolis, Louisville, St. Louis.
1:50 P. M. CHICAGO AND ST. LOUIS EXPRESS.—For Nashville, (via Cincinnati,) Chicago, St. Louis.
5:50 P. M. WESTERN EXPRESS. For Cleveland, Chicago. For Toledo, except Saturday.
7:49 P. M. SOUTHWESTERN EXPRESS.—For Pittsburg, Cincinnati, Indianapolis, St. Louis.
7:40 P. M. PACIFIC EXPRESS.—For Pittsburg and Chicago. Connects for Cleveland except Saturday.
8:20 P. M. MAIL AND EXPRESS.—Pullman Buffet Sleeping Car New York to Altoona, East Liberty, Pittsburg, and points West, daily except Sunday. No coaches.
WASHINGTON AND THE SOUTH.
7:50, 8:20, 9:20, 9:50, (Dining Car,) 10:50, (Dining Car,) A. M., 12:50, 1:50, (3:20 "Congressional Lim.," all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night. Sunday, 8:20, 9:20, 10:50, (Dining Car,) A. M., (3:20 "Congressional Lim.," all Parlor and Dining Cars,) 4:20, (Dining Car,) 4:50, (Dining Car,) 8:50 P. M., 12:05 night.
SOUTHERN RAILWAY.—Express, 4:20 P. M., 12:05 night daily.
ATLANTIC COAST LINE.—Express, 9:20 A. M. and 8:50 P. M. daily.
CHESAPEAKE & OHIO RAILWAY.—4:50 P. M. daily.
FOR OLD POINT COMFORT and NORFOLK.—7:50 A. M. week days and 7:40 P. M. daily.
ATLANTIC CITY.—1:50 P. M. week days, (Desbrosses and Cortlandt Streets 2:10 P. M.) Through Vestibuled Train, Buffet Parlor Cars, Passenger Coach, and Combined Coach.
CAPE MAY.—12:50 P. M. week days. Through Pullman Buffet Parlor Car.
Long Branch, Asbury Park, (Interlaken, Sundays,) Ocean Grove, and Point Pleasant, (from West Twenty-third Street Station,) 8:50 11:50 A. M., (12:50 Saturdays only,) 2:20, 2:50, 3:20, 3:50, 4:50, 6:50 P. M. Sundays 7:50, 9:20 A. M., 4:50 P. M., (from Desbrosses and Cortlandt Streets,) 4:45, 9:10 A. M., 12:10, (1:20 Saturdays only,) 2:30, 3:10, 3:40, 4:20, 5:10, 7:00 P. M. Sundays, 8:15, 9:45 A. M., 5:15 P. M.
FOR PHILADELPHIA.
6:10, 7:20, 7:50, 8:20, 8:50, 9:20, (9:20 Penna. Limited,) 9:50, (Dining Car,) 10:50, (Dining Car,) 11:50 A. M., 12:50, 1:50, 2:50, 3:50 4:20, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night. Sundays, 6:10, 8:20, 8:50, 9:20, 9:50, (Limited,) 9:50, 10:50, (Dining Car,) A. M., 1:50, (Dining Car,) 3:50, 4:20, (Dining Car,) 4:50, (Dining Car,) 5:50, (Dining Car,) 7:40, 8:50 P. M., 12:05 night.
Ticket offices Nos. 461, 944, 1,196, 1,323, 111, and 261 Broadway; 1 Astor House, West Twenty-third Street Station, and stations foot of Desbrosses and Cortlandt Streets; 4 Court Street, 860 Fulton Street, 98 Broadway, and Pennsylvania Annex Station, Brooklyn; Station Jersey City. The New York Transfer Company will call for and check bagage from hotels and residences through to destination.
Telephone "1274 Eighteenth Street" for Pennsylvania Railroad Cab Service.
J. B. HUTCHINSON, General Manager. J. R. WOOD, General Pass'r Agent.

Central Railroad of New Jersey
Anthracite coal used exclusively.
Four tracks. "Electro-Pneumatic" Signals.
Stations in New York, foot of Liberty St. and South Ferry, Whitehall St.
Trains leave foot of Liberty St.
On and after June 26, 1898.
For Easton, Bethlehem, Allentown, Mauch Chunk, &c., 4:00, 7:15, 9:10 A. M., (12:00 M. to Easton,) 1:30, (4:40 to Easton,) 5:45, (7:30 to Easton) P. M. Sundays, 4:30 (7:00 to Easton) A. M., 1:00, 5:30, 6:00 P. M.
For Wilkesbarre, Pittston, and Scranton, 4:00, 9:10 A. M., 1:30 P. M. Sundays, 4:30 A. M.
For Reading and Harrisburg at 4:00, 4:30, 8:00, 9:10 (10:00, 11:30 to Reading) A. M., 1:45, 4:30, 5:00, 5:45 (9:00 to Reading) P. M., 12:15 night. Sundays, 4:30 (11:30 to Reading) A. M., 1:00, 1:45, 5:30, 6:00 P. M., 12:15 night.
For Sunbury, Lewisburg, and Williamsport at 4:00, 8:00, 9:10 A. M., 1:30, 1:45, 9:00 P. M., 12:15 night. Sundays, 4:30 A. M., 1:00, 1:45, 6:00 P. M., 12:15 night.
ALL RAIL ROUTE.
FOR LONG BRANCH, OCEAN GROVE, &c.
For Red Bank, Long Branch, Asbury Park, Ocean Grove, and points south to Point Pleasant, 4:30, 8:30, 10:00 A. M., (1:00 Saturdays only,) (1:30 Red Bank only,) 2:15, 3:30, 3:53, (4:30 Red Bank only,) 4:45, 5:30, 6:15 (8:00 Saturdays only) P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:15 A. M., 1:30, 4:00 P. M.
For Atlantic Highlands, 4:30, 5:50, 8:30, 10:00 A. M., 1:30, 4:30, 6:15 P. M. Sundays, 9:00 A. M., 4:00 P. M.
For Lakewood, Toms River, Barnegat Park, and Barnegat, 4:30, 8:30 A. M., 1:30, 4:30 P. M. Sundays, 9:15 A. M.
For Atlantic City, Vineland, and Bridgeton, 4:30 A. M., 1:30 P. M.
For Monmouth Beach, Seabright, and Highlands of Navesink, 4:30, 8:30, 10:00 A. M., 2:15, 4:45, 6:15 P. M.
SANDY HOOK ROUTE.
FOR LONG BRANCH, OCEAN GROVE, &c.
From Pier 8 N. R., foot of Rector St.
For Atlantic Highlands, Highlands of Navesink, Normandie, Rumson Beach, Seabright, Monmouth Beach, and Long Branch, 4:30 9:00, 11:00 A. M., 1:00, 2:00, 3:45, 4:30, 5:30 P. M. Sundays, 9:30 A. M., 1:00 P. M.
For Elberon, Asbury Park, Ocean Grove, and points south to Point Pleasant, 9:00, 11:00 A. M., (1:00 Saturdays only,) 2:00, 3:45, 4:30, 5:30 P. M. Sundays, (stops at Interlaken for Asbury Park and Ocean Grove,) 9:30 A. M., 1:00 P. M.

ROYAL BLUE LINE.
FOR PHILADELPHIA, BALTIMORE, AND WASHINGTON.
From foot of Liberty St.
Week days, 4:30, 8:00, 10:00, (11:30 Dining Car,) A. M., 1:00, 1:45, 3:30, (5:00 Dining Car,) 6:00 P. M., 12:15 mdt. Sundays, 4:30, 10:00 (11:30 Dining Car) A. M., 1:45, (5:00 Dining Car,) 6:00 P. M. 12:15 mdt. Additional trains for Philadelphia week days, 9:00 A. M., 4:00, 4:30, 7:30, 9:00 P. M. Sundays, 9:00 A. M., 4:00 P. M.
BOATS LEAVE SOUTH FERRY, WHITEHALL ST.
Week days, 7:10, 7:55, 8:25, 8:40, 8:55, 9:08, 9:20, 9:35, 10:00, 10:15, 10:45, 11:08, 11:30, 11:55 A. M., 12:25, 12:45, 1:00, 1:25, 1:45, 2:10, 2:25, 2:55, 3:30, 3:40, 3:55, 4:25, 4:40, 4:55, 5:25, 5:55, 6:10, 6:25, 6:55, 7:30, 7:50, 8:25, 9:10, 9:55, 10:55, 11:40 P. M., 12:15 mdt. Sundays, 7:00, 7:55, 8:55, 10:00, 11:30 A. M., 12:00 M., 12:55, 1:45, 2:30, 3:00, 3:55, 4:20, 4:55, 5:25, 6:00, 6:30, 7:25, 8:25, 9:20, 9:55, 10:55 P. M., 12:15 mdt.
Tickets and parlor car seats at foot of Liberty St., Whitehall St., 113, 172, 261, 434, 944, 1,284, 1,323 Broadway, 737 6th Av., 31 East 14th St., 153 East 125th St., 273 West 125th St., 251 Columbus Av., New York; 4 Court St., 860 Fulton St., Brooklyn; 98 Broadway, Williamsburg. The N. Y. Transfer Co. will call for and check baggage from hotels or residences to destination.

LEHIGH VALLEY SYSTEM.
Stations foot of West 23d St., (Penn. R. R.,) Cortlandt or Desbrosses St.
*Indicates time from West 23d St. Other figures show time from Cortlandt or Desbrosses St.
*6:10, 6:20 A. M. daily, (Sundays *6:45, 7 A. M.,) for EASTON and intermediate stations.
*7:50, 8:20 A. M. daily for WILKESBARRE, SCRANTON, ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and the West, and principal local points; dining car and chair car to Buffalo.
*11:50, 12:00 noon daily, except Sunday.
"BLACK DIAMOND EXPRESS."
Arrives Buffalo 9:55 P. M. Pullman Vestibule Day Coaches and Parlor Cars. Dining-Car Service. Meals a la carte. Connects at Buffalo with through sleepers to Detroit and Chicago.
*12:50, 1:00 P. M. daily for EASTON, MAUCH CHUNK, WILKESBARRE, SCRANTON, and coal branches. Chair car to Easton.
*3:50, 4:10 P. M. daily, except Sunday, for WILKESBARRE, PITTSTON, SCRANTON, and principal intermediate stations. Connects for all points in coal regions. Pullman Buffet Parlor Car for Wilkesbarre.
*4:50, 5:20 P. M. daily, except Sunday, for EASTON and intermediate stations.
*4:50, 5:15 P. M. Sundays only for MAUCH CHUNK and intermediate stations.
*5:50, 6:10 P. M. daily, except Sunday, for EASTON and principal intermediate stations.
*6:50, 7:00 P. M. daily for BUFFALO, NIAGARA FALLS, and all points West. Pullman sleeper vestibule train N. Y. to Chicago. Sleepers to Buffalo and Toronto. Dining Car New York to Easton.
*7:40, 8:00 P. M. daily, except Sunday, stopping only at SOUTH PLAINFIELD, EASTON, BETHLEHEM, MAUCH CHUNK, SAYRE, GENEVA, ROCHESTER, BATAVIA, BUFFALO, and TORONTO. Pullman Sleeper for Buffalo. None but sleeping-car passengers carried. No baggage carried.
*8:20, 8:30 P. M. daily for WILKESBARRE, ITHACA, GENEVA, ROCHESTER, BUFFALO, NIAGARA FALLS, and all points West. Pullman Sleeper to Chicago.
Additional local trains daily, except Sunday, for SOUTH PLAINFIELD, BOUND BROOK, and intermediate points leave as follows: *10:20, 10:30, *10:20, 10:30, (Sundays only,) A. M., *2:20, 2:30, *3:50, 4:10, *5:50, and 6:30 P. M.
Tickets and Pullman accommodations at 113, 261, 273, 355, 944, and 1,323 Broadway, 31 E. 14th St., 156 E. 125th St., 127 Bowery, N. Y.; 860 Fulton St., 4 Court St., 98 Broadway, and Brooklyn Annex, Brooklyn.
N. Y. Transfer Co. will call for and check baggage from hotel or residence through to destination.

BALTIMORE & OHIO R. R.
Leave New York, Whitehall Terminal, South Ferry, and foot of Liberty Street.
*Daily. †Except Sunday. ‡Sundays.
CHICAGO, *4:30 A. M., *1:45 P. M., *12:15 night.
PITTSBURG, *4:30 A. M., †3:30 P. M., ‡1:45 P. M., *12:15 night. (4:30 A. M. trains from Liberty St. only.)
CINCINNATI, ST. LOUIS, *10:00 A. M., *5:55 P. M.
NEW ORLEANS, *4:55 P. M., (through sleepers.)
ROYAL BLUE TRAINS.
To PHILADELPHIA, WASHINGTON, BALTIMORE, †7:55, *10:00 (Diner,) *11:30 A. M., (Diner,) *1:00 P. M., *1:45, (Diner,) *3:30, (Diner,) *4:55, (Diner,) *5:55 P. M. and *12:15 night. NORFOLK, *11:30 A. M.
All trains are illuminated with Pintsch Light.
Offices: 113, 172, 261, 434, 1,284 B'way, 31 E. 14th St., 127 Bowery, N. Y.; 330, 344 Fulton St., Brooklyn; Whitehall Terminal. Baggage checked from hotel or residence to destination.

MR. ALGER TO MR. DEPEW

The Secretary Seeks to Explain the Work Performed by His Department.

DIFFICULTIES ENCOUNTERED

Carelessness of Men, Mr. Alger Says, Responsible for Much of the Sickness—Anxiety of Relatives—Figures Presented.

Chauncey M. Depew has received the following letter from the Secretary of War and has consented to its publication. The letter, which was written in reply to a request for information on the subjects referred to, is as follows:

The great pressure of business has up to now prevented me from sending to you the statement you were kind enough to ask for, as to what had been accomplished in the way of outfitting the army for the field, the conduct of campaign, &c. Also, the chiefs of divisions have been too much driven with work to compile the data required. One not in the midst of the work can hardly realize what an undertaking it is to call 125,000 men into the field at one time, coming from all the States, and to have them mustered and gathered in camps on so short notice, and this, too, when we had scarcely any camp outfit for their accommodation, all having to be provided for by the War Department. As you know, when war was declared, there was no equipment whatever for the volunteers in store. That this was successfully accomplished, with very few accidents, is a matter of record. Subsequent calls, including the regular army, (which numbered about 27,000 men when war was declared,) made a total of 268,500 men.

To accomplish all in so short a time has been a great work. Of course gathering this vast number of men together, in a large measure under untrained regimental and company commanders—I mean in actual field duty—the lack of knowledge as to sanitary conditions to be observed, the carelessness in not observing instructions which were furnished as to proper care of the men, has added greatly to the work of the Medical Department. Thus, in the homes of 216,000 volunteers has been constant and great anxiety as to what might happen to their soldiers and hundreds of inquiries made by letters and telegrams have been received every day concerning individual soldiers. The feeling on the part of these individuals that the War Department is responsible for the care of their men individually has naturally aroused sympathy in case of sickness and death, and has created much sorrow. There is nothing young men in robust health are so prodigal of as their health, until it is gone.

Careless of Health.

Men go into camp feeling that they can stand anything and everything, and cannot be made to believe to the contrary until stricken with disease. Every effort has been made from the beginning to furnish every camp with all appliances asked for, but, of course, the commanding officers in the field are the ones who have the direct charge of these men. For instance, one army corps commander has given orders and enforces them respecting sanitary affairs, and he has to-day but a fraction over 2 per cent. on the sick list. Others have been less successful, and the consequence is typhoid and other fevers have been bred and spread to a considerable extent. One regiment in the Chickamauga Camp has a Colonel who enforces sanitary rules in his regiment, obliging the men to boil all the water they drink, keep the camp cleanly, and the result is less than twenty-five sick, and his camp, too, is in as unfavorable a place as any in the command. Others more favorably situated have ten times that number on the sick list. One of the regiments of the last call not yet removed from its State sends bitter complaints of typhoid fever.

Concerning the Santiago campaign—when the ships left Tampa they had on board three months' provisions and an abundance of hospital supplies. They had lighters to unload with at points of debarkation. Three lighters were lost in severe storms on the way. As soon as we were notified of the fact, two tows of lighters were sent from Mobile and New Orleans, which were also overtaken by storm and lost. The navy supplied us with lighters, and one of these was wrecked. The army disembarked, getting off a portion of its supplies and medical stores, and immediately marched to the front to fight the Spaniards.

Difficulty of Landing Supplies.

The great difficulty of landing supplies subsequently was that the wind sprang up every morning at 10 and made a high surf, rendering almost impossible the use of small boats with one lighter, which was all they had left for this purpose. Of the packers who were employed, 60 per cent. soon fell sick, and heavy rains falling every day, the roads, (if they could be called such,) became impassable for vehicles. Pack animals had to be employed to carry food to the army, which being extended to the right around Santiago, increased distance from the coast every day, and made the task more difficult. However, the result and the subsequent sickness that has broken out in the army showed the great wisdom of Gen. Shafter in moving forward to make the attack while his men were in vigor. It was a movement bordering on audacity, but it succeeded, and the persistence of the attack, I have no doubt, greatly disheartened the Spaniards. The result was one of the greatest victories for the men engaged in modern warfare. The number of prisoners taken exceeded the attacking force by nearly two to one.

When yellow fever broke out and the fever list increased into the thousands, it was for a time supposed that it was principally yellow fever. The bringing troops north at once after the surrender, under such conditions, would have been certain death to a vast number, but, upon inquiry it was ascertained that very few of these cases, comparatively, were yellow fever, when it was at once decided to bring the army home as speedily as possible. Everything that human ingenuity could devise has been done to succor that army—not the ingenuity of the Secretary of War, but the result of the combined counsel of those who have had a life-long experience in the field. That some men have been neglected on transports coming home there is no doubt—all against positive orders, due, perhaps, to carelessness and negligence, but largely on account of not having the medical force to spare (many of whom were sick) from the camp at Santiago. Many medical officers sent with transports were taken ill on the way home. To give you a little idea of the work that has been done, I append the following:

The work of the Adjutant General's Department has been to muster and order to their station, to be precise, 216,400 volunteers, and 24,900 men of the regular army. This with a reduced force, as many staff officers from all of the departments had been promoted and ordered to the field. The Chief of Engineers reports an expenditure of $5,830,000 for harbor defenses, building emplacements of heavy guns, mortar batteries, and mines.

The Surgeon General has had the enormous work of fitting up hospitals, organizing the Medical Corps, employing male and female nurses, contract surgeons, being surgeons who are employed from civil life, besides those commissioned as corps, division, and brigade Surgeons, furnishing medical supplies, and answering the demands from all over the country and from camps at Santiago, Puerto Rico, and Manila. The work done in this line is almost beyond comprehension.

Distribution to the Army.

The Commissary General had purchased and distributed, up to Aug. 1, 110,907,235 pounds of rations, which have been transported and distributed to all armies in the field here and at Santiago, Puerto Rico, and Manila, besides the large quantity distributed among the destitute Cubans.

The Quartermaster General's report is too long to even give an approximate idea of his work. In the way of transportation to Honolulu, Manila, Santiago, and Puerto Rico, and return home, there have been sent 82,688 men, with artillery equipment and supplies. By rail in this country there have been transported 9,700 officers, 238,962 enlisted men, also 40,582 animals, besides thousands of wagons, artillery, and other Quartermaster, Commissary, Ordnance, Medical, and Signal Service stores. The total number of articles of clothing and camp equipage distributed to the army by the Quartermaster's Department has been 6,274,483, of which I can only mention a few articles as follows: Blankets, 288,739; blouses, 288,762; trousers, 406,423; hats, 334,106; canvas field uniforms, 82,200; shoes, pairs, 511,378; undershirts, 736,965; tents, 179,142, &c. The total weight of food and forage distributed daily to the army is approximately 900 tons. Added to this is the large fleet of transports chartered and purchased, and the management of the same in conveying troops, supplies, and ammunition.

The Paymaster has promptly paid the army, and is deserving of very great credit for his work. The Signal Corps has provided most efficient service, furnishing cable, telegraph, telephone, and signal services to the different commands in the field.

If you had a day or two to spare I would like to sandwich in a little work for you. I would like to send you these statements in detail, which I think would bewilder you, if anything can.

The Mystery of a Child's Death.

The death of little two-year-old Joseph De Witt, whose parents live at 71 Penn Street, Brooklyn, was as much a mystery yesterday as when his dead body was first found. The police have discarded the burglar theory as to the killing of the child, and police and Coroner were yesterday watching the house of the child's grandfather, at 93 Keap Street, and they will see that Mrs. De Witt does not leave there until the inquest is over. The police stated last night that, as far as they were able to learn, De Witt and his wife lived happily at Patchogue, L. I., and they also learned that the reason De Witt expected the death of the child was because the latter had been ill for some time. De Witt and his wife met for the first time last night, and according to the father of the woman, the Coroner did not place any restraint upon Mrs. De Witt. Dr. A. C. Henderson, who made the autopsy, said last night that as far as he was able to find out no drug was used on the child. The inquest will be held to-day, and Mrs. De Witt will probably testify.

LITTLE FIRE; SUCH FRIGHT.

A Woman Throws Two Children from a Window and Then Jumps After Them.

An upset oil stove and a consequent slight fire in the apartment of Jacob [illegible], in the rear house at 75 Ludlow Street, yesterday afternoon, caused Mrs. Leah Cohen, who lives on the third floor, rear, to throw two of her children out of a window and to jump out after them herself.

The upsetting of the stove didn't do much damage. There was an explosion, and a carpet near by caught fire. Smoke began to pour out of the open door into the hallway, and persons in the corresponding first floor of the front house set up the cry of fire. In a moment the little yard between the two houses was filled with people.

Jacob Cohen lives on the third floor, with his wife and five children. A man named Goldwasser lives on the second floor. Mrs. Cohen was alone in the room with two of her boys. They were Solomon, aged six months, and Abraham, four years old. Hearing the cry of fire and the rush of the people in the rooms below out of the house, she seized her two children under her arms and ran down the little, narrow stairs. When she reached the turn in the crooked flight between the first and second floors the hall was so full of smoke that she was afraid to go further, so she ran back and through Goldwasser's rooms to the fire escape.

The people in the yard saw her come out on the fire escape, and shouted to her not to jump, because the fire was not dangerous. She didn't heed them, but took little Solomon and threw him out into the crowd. Then she seized Abraham, the elder child, and started to jump with him. The crowd shouted for her not to jump. She hesitated, and then took the boy, and, leaning over, let him drop. Then, a moment later, she started to climb down the fire escape herself.

Herman Harris, who lives in the front house, caught the youngest child in his arms. He handed it to a woman near him, and was in time to catch Abraham as he fell. The boy's shoe struck him in the face as he fell, and split open the skin of his nose, but he held on to the boy sufficiently to break his fall.

Mrs. Cohen, in her excitement, did not climb down through the hole in the fire escape provided for such emergencies, but she got out over the railing and tried to get down that way. She let herself down as far as her arms reached, and then, finding no support, she pushed herself outward and let go. She landed on her side on the ground. Harris and another man tried to stop her fall, and they did save her from serious injury, probably, although her weight, she being a plump woman, was too much for them.

The two children were practically uninjured by their fall. The baby had received a bump on the forehead, which he must have got by striking against the ground before Harris could get the better of the momentum gained in falling two stories. Abraham was shaken up considerably, but was not bruised. Mrs. Cohen's head struck the ground, and she received a severe scalp wound and contusion of the jaw.

Meantime, an alarm had been rung in from a firebox near by, and several fire wagons responded. An ambulance from Gouverneur Hospital came clanging up, to add to the excitement. The street was jammed, while three frantic policemen tried to push the crowd back. More men were sent for to the Eldridge Street Station, and finally they got the people back and out of the way of the firemen.

The fire was slight, and caused only a few dollars' damage. Mrs. Cohen and her children, as well as Harris, were attended by the ambulance doctor, and all were able to remain at home.

A SOCIALIST'S SUICIDE.

Young Rosengarten, Who Took Himself and His Views of Life Too Seriously, Swallowed Poison.

Disappointed with his brief experience of life, and discouraged at the hopeless prospect the future appeared to hold for him, Nathan Rosengarten, a Russian, nineteen years of age, committed suicide early yesterday morning. He was found at 2 o'clock on a stoop at 304 East One Hundred and First Street by a policeman of the East One Hundred and Fourth Street Station, who sent in a hurry call for an ambulance. Dr. Schonover of the Harlem Hospital soon arrived, and applied a stomach pump, but his work was of no avail, and the young man was taken to the Harlem Hospital, where he expired.

Rosengarten had lived for the last two years with Mr. and Mrs. Charles Cohn, who have apartments on the top floor of 300 East One Hundred and Second Street. He came to this country seven years ago, from Riga, Russia, his birthplace, and had attained unusual skill as a painter and decorator.

He had seen his fellow-countrymen subjected to the cruelest persecution in Russia, and had early conceived extreme and morbid views on the social question, which he had studied and reasoned out to the best of his ability and limited opportunities. A few years after his arrival in this country he began to air his opinions with an earnestness born of conviction. His arguments, if specious, appeared plausible enough to the ignorant and miserable people among whom he carried on his propaganda. They felt that something was wrong with the social conditions that seemed to deny them a share of the sunshine of life, while what appeared to be an undue proportion of beer and skittles fell to the lot of others. They were easily led to adopt the young Socialist's explanations, and looked up to him as a teacher, if not as a leader.

Young Rosengarten came to take himself and his rôle too seriously. His room in the Cohn appartments was littered with books and papers dealing with social problems upon which he was wont to burn the midnight oil when he ought to have been seeking rest for mind and body in bed. The state of mind into which he had worked himself was perhaps accurately described by members of the Mount Morris Club at 304 East One hundred and First Street, to which among others he belonged. "Rosengarten," he observed, "was one of those individuals who carry idealism too far. Then he had come to crave for those things in life which require means to procure, and because he was unable to gratify his desires he imagined that the entire social system was wrong." This was borne out by a slip of paper found in the suicide's pocket, which bore in German the following avowal: "I cannot live under present conditions. I must commit suicide. Please see that my body is cremated." This note was addressed to "Comrades of the Forward Society," an organization in Suffolk Street that publishes a Socialist newspaper.

Mrs. Cohn said yesterday that Rosengarten had been out of work for about three weeks. He was at home most of the day Friday, and talked in a sorrowful way about poverty, wealth, and the unequal distribution of property.

In accordance with his request Rosengarten's body will be cremated. The necessary funds will be raised by subscription among the members of the Forward Society and the Mount Morris Club.

PICKPOCKETS DISCHARGED.

First They Are Catalogued by the Bertillon System.

The members of the gang of pickpockets arrested Friday afternoon and evening by the Central Office detectives and locked up over Saturday were arraigned in the Centre Street Police Court yesterday morning and discharged. As a result of the raid ordered by Capt. McClusky of the Detective Bureau few larcenies among the crowds on Saturday were reported to the police.

Nearly half a hundred expert "dippers," "hoisters," and "moll-buzzers," as the various classes of pickpockets are designated, had come from Philadelphia, Boston, Washington, Baltimore, Chicago, and other cities, and flocked here in anticipation of large and profitable hauls from the Saturday crowds. The major portion knew that they were well known to the police, yet as the rumors of a "wide-open" town had reached them, they supposed they would not be molested.

Many of the men had not been arrested since the new Bertillon system was adopted, and the only means of identification the police had were the photographs in the Rogues' Gallery. Many of the photographs were taken several years ago, since which time the men had aged and changed greatly. As fast as the men were brought in they were photographed, front, back and profile views being taken, in addition to the measurements of the Bertillon system.

[illegible]

MRS. FLEMING IS FOUND.

But the Mystery Surrounding Her Disappearance a Week Ago Is Unsolved.

Mrs. Carl Fleming of Chicago, after having been lost in New York for seven days, walked into the Stevens House, 19 Broadway, at 8 o'clock yesterday morning. It was just a week to the hour from the time she left the Immigration House, 5 Water Street, stating to the proprietor there that she was going out for a short walk.

She found her husband and two small children at the Stevens House. Mrs. Fleming was dazed, and her mind was temporarily deranged from her wanderings. She was unable to give any intelligent account of where she had been or what she had been doing. She did not know how she had become separated from the children, whom she had taken walking with her. The children, aged four and five years, were found in Jersey City Saturday night.

Carl Fleming is the Superintendent of the Electric Light Department of the Western Electric Company of Chicago, and two weeks ago his wife and children left Chicago, their intended destination being Sweden, where Fleming's parents live. The trio had passage on the Thingvalla Line steamer Island, which sailed ten days ago. Mrs. Fleming and her children went aboard the Island at the dock in Hoboken, and, finding that they were several hours ahead of the sailing time, came ashore again. When they returned to the dock the vessel had sailed. The New York agents of the line telegraphed Fleming in Chicago of his wife's predicament. She was sent to the Stevens House and remained there for a day or two, when she moved to the Immigration House.

While at the Stevens House Mrs. Fleming told the proprietor and clerks of her misfortune and they took great interest in her. She went out several times and remained away for an hour or two, and on her return seemed to be dazed. Clerk Hamilton noticed it, and asked her on Sunday morning, Aug. 14, to remain at the hotel. She did not heed him, however.

Since Fleming arrived in New York last Thursday he had been day and night searching the smaller hotels of the city and haunting the steamboat docks. On Friday afternoon Fleming received a letter from a woman unknown to him. The letter stated that there were two children at a certain house in Sussex Street, Jersey City. Fleming went to the police of Jersey City, and with their aid found the little boy and girl.

A theory has been advanced that drugs were given to Mrs. Fleming, and that then she was robbed of a small sum of money.

MARRIAGE PUZZLE TO SOLVE.

Russian Woman Claims a Brooklyn Man Is Her Husband, but He Says No.

Deputy Commissioner of Immigration McSweeney has a queer puzzle to solve and he does not know where to begin. The question which he is called upon to decide is whether or not a woman who says she is Mrs. Leie Losinzky is really Mrs. Losinzky. The young woman says she is the right individual, but Losinzky claims that she is an impostor and is only impersonating his wife.

The alleged Mrs. Losinzky was one of the 162 steerage passengers who arrived here last Friday on the steamship Patria from Hamburg. She gave her age as twenty-five years and said that her husband, Michael Losinzky, a Russian, lived at 245 Thatford Avenue, Brooklyn. He was notified of the woman's being in the country, and, not having heard from his wife since he had left home several years ago, hurried to the Barge Office. There he was shown the new arrival and at once thought it strange that his wife, an ordinary sort of woman, should have developed into a fine-looking woman.

"Are you really my Leie?" asked Losinzky.

"Yes, my dear Michael. Don't you really love me?" asked Mrs. Losinzky.

"You seem very strange to me indeed. I cannot believe my eyes if you are truly my wife."

"I am the simple girl you vowed to love and protect in far-away Russia. Don't disown me in this strange land, when we have been so long apart. Kiss me, and when we are in a quiet place I will tell you all the news about home," said the woman soothingly.

But Losinzky had no kisses to give away just then. He could not be convinced that way. His suspicions were aroused and he determined to be sure before he acknowledged the new arrival as his better half.

"My Leie had a mole on her left wrist," said the puzzled husband.

"Here it is, husband," laughingly exclaimed the woman, as she pulled up her sleeve and bared her wrist. Sure enough, a mole was there. Still Losinzky was not convinced.

"Describe the window in my old home in Russia," further asked the man.

"Your name was cut in the big pane of glass," was the quick response.

"That's true," said Losinzky, "but still I am not convinced. I must go back to Brooklyn and consult with friends. I will come back to-morrow."

Losinzky visited the Barge Office on Saturday, and had further talks with the Patria's passenger. Yesterday he called again and finally claimed the young woman and took her to his home in Brooklyn. On the way over she said that she liked the great celebration on Saturday, and that this was a very fine country. She also liked the house in which Losinzky resided, and said it would make a good home for her.

When the pair had gone away Deputy Commissioner McSweeney considered the case ended, but in a couple of hours the man and woman were back again at the Barge Office. Losinsky was very angry, and the young woman, too, was in very bad temper. Losinzky declared that the woman was an imposter, and this time he said he was absolutely sure that he could not be mistaken.

The woman still insists that she is Losinzky's wife. She will be kept at the Barge Office, and the matter will be laid before the Board of Special Inquiry to-day.

KILLED IN AN AIR SHAFT.

Dolan's Body Was Discovered Through the Barking of His Dog.

William Dolan, forty years old, of 426 West Fifty-sixth Street, was killed early yesterday morning by a fall down the airshaft between the house in which he lives and No. 428. Dolan lived on the top floor of the five-story flat. His wife has been at Saratoga Springs for two weeks and he was alone. He returned from work about 6 o'clock, and it is thought sat down on the windowsill looking out on the airshaft before going to bed.

About 6:30 o'clock Dolan's little dog set up a loud barking, clawed at the doors of the apartment, and tried to get out. Mrs. Mary Tiebens, who lives on the same floor, was awakened by the barking, and after listening to it for a quarter of an hour went to Dolan's door to ask him to keep the dog quiet so that his neighbors could sleep. No one answered her knocking, and she went down to see the janitress, Ella Maloney. While they were talking about the matter, Miss Maloney looked down the shaft and saw Dolan's body. He had fallen on his head and his skull was crushed.

Entertainment for Hebrew Children.

An entertainment for the benefit of the Rockaway Sanitarium of Hebrew Children was given at the Waldorf Amusement Hall in Far Rockaway on Sunday evening, Aug. 14. The entertainment, which was given under the auspices of Mrs. J. F. Emanuel and Miss Herschorn realized over $800 for the purpose for which it was given. After a prologue and a piano solo by Morris Baer the entertainment opened with a baby show. The manager of the show and the committee on awards was Master Lester Emanuel, aged 8 years. Interspersed throughout the entertainment were songs by Mrs. Edna Stern Hershfield, and recitations by Miss Mannheimer and Miss Hyman. The Gibson pictures, a series of groupings by young society people of Far Rockaway, were the great success of the evening. Among those who participated were the Misses Constance and Edna Foster, Amelia Einstein, [illegible] Mannheimer, [illegible] Hyman, and the [illegible]

The Sun's mathematician says: "In and about New York there are 4,000,000 people, half of whom ought to wear 'pants.'"

We're hardly prepared, even though our stock is large. Still, we'll do the best we can.

$5 to $10 for trousers.

ROGERS, PEET & Co.

Warren and Broadway.
Prince and Broadway.
Thirty-second and Broadway.

THE NATION'S NEW FIELD

The Rev. Dr. John P. Peters Speaks of the Reception to the Warships.

NEEDS OF A LARGER NAVY

It Must Be Supplemented by a Greater Army, the Preacher Says, So that We Can Always Maintain Our Rights.

The Rev. Dr. John P. Peters, in St. Michael's Episcopal Church, Amsterdam Avenue, in his sermon yesterday morning spoke of the enthusiastic and patriotic reception given to the United States warships which arrived at this city on Saturday. He said:

"I presume that nearly every person in the sound of my voice to-day was among the vast throng of spectators who gazed with pride upon the grim engines of destruction which passed up and down the North River. It was natural that our hearts should be filled with a proud thankfulness because our beloved country has such efficient warships and such brave officers and men to fight for the maintenance of liberty and equal rights. The naval and land victories that we have won over the despotic power of Spain have brought to our Government added responsibility. Upon our Government has fallen the duty of seeing to it that the islands rescued from Spanish misrule are properly governed in the future. We must bear in mind that our Nation has taken a place that it never before occupied in the world's affairs. We have assumed a broader responsibility. We have given emphasis to the great fact that we have become a potent factor in the shaping of the destinies of other peoples besides those whom we have hitherto regarded as our own. The truth is, no nation can or should live wholly within itself. No man or woman has a right to live within himself or herself. Selfishness and exclusiveness act to the detriment of the individual exercising it. China has given the world an illustration of this fact.

"With our added responsibilities, we have made ourselves more liable to become mixed up with the disputes of the world. We must be prepared to assert and maintain our rights in case of disagreement with any of the great powers that now dominate the world. We have entered upon a new era in National development. We have reached out beyond the North American Continent. For this reason we will have to maintain a larger army and a greater navy than we have done in the past.

"Like other great powers, we will bear in mind that the best way to preserve peace is to be prepared for war. We must have the fighting men and the warships ready for service. We have beaten Spain in a short war, but the result is not confined to the victory. Our Government has taken a step from which it cannot recede. The eyes of other nations are upon us, and we must do our duty in the sight of our fellow-man and in the sight of God. In the past the United States Government has offered an asylum for the oppressed of all nations. Here the refugees from all lands have found a welcome and a home under a free and enlightened administration of justice. Now we have stepped outside of our own borders to aid other peoples in the march of freedom and the upholding of human rights. Let us be diligent, wise, and brave in the undertaking."

THE REV. S. C. HEARN ON PEACE.

Neither Europe Nor Rome, He Says, Shall Interfere with Us.

The Rev. Sanford C. Hearn, pastor of the Perry Street Methodist Episcopal Church, preached last night on "The Conclusion of Peace." He said in part:

"The conclusion of peace is welcomed by all. Our treasure and blood have been freely poured out, and the world is made better because of the war. Not a war of hatred, of revenge, nor for glory, but one in behalf of our common humanity. The traditional policy of the past must be forever forsaken, for our flag is carried to the Caribbean Sea, the middle Pacific, and the Far East.

"Not least among the benefits of this war is the revelation of deeds and heroism which have flashed before us under the searchlight of war. Dewey, Hobson, Sampson, and Schley are but representatives of the common heroism of every man who fought under them; from the Admiral on the vessel to the stoker amid the heat at the door of the furnace; from the General to every private in the ranks. This war has proved that the American people are invested with that common heroism that invests war with dignity and humanity with nobility.

"While we rejoice in our victories, however sweeping they have been, we remember that there is a deep shadow of sacrifice. We do not forget this deep shadow of sacrifice that hovers over us. We are sorry that our brave defenders should come from their deeds of valor in vessels not fit for pig pens, and we ask, Who is to blame? And for this some one should suffer.

"Some ask how we will govern the Philippines, and whether Rome or the great powers of Europe will have anything to say. They will heave nothing to say. We can settle the question here."

Feast of St. Bernard Celebrated.

The Feast of St. Bernard, Abbot of Clairvaux, was observed yesterday morning in St. Bernard's Church, in West Fourteenth Street, with solemn high mass at 11 o'clock. The celebrant was the Rev. Cyprian McGarvey, C. P., of West Hoboken, who for eight years was an altar boy in St. Bernard's. The panegyric of the saint was preached by the Rev. William T. McGuire, rector of the Church of the Visitation, Brooklyn.

A CHURCH IN DIFFICULTIES.

Pastor Is Living on $4 a Week and Church May Soon Be for Sale.

PLAINFIELD, N. J., Aug. 21.—As a result of the internal dissensions in the First Church of Christ in this city the pastor, the Rev. W. H. McKane, is compelled to live on $4 a week salary, and the church building may be sold, owing to inability to pay either the principal or interest on a mortgage of $2,000 held by the Stewart estate.

The troubles of the church date from the advent of the Rev. Mr. McKane as pastor last Winter. He wanted to conduct the church affairs on a different line from that followed by several of the [illegible] members in the past, and a [illegible] occurred. A [illegible] discordant element in the [illegible] differences [illegible] affected the contributions to such an extent that the pastor has been receiving only about $4 per week lately, but he says he will eventually put the church on its feet again.

Meanwhile a settlement of the Stewart estate will soon be made, and unless the interest that has accumulated on the mortgage is forthcoming the church edifice will be sold under foreclosure proceedings.

FFF FLINT'S FINE FURNITURE

TABLES OF THE TIME

Inlaid it is difficult to please Dame Fashion in her present luxurious mood with anything less beautiful.

Tiny tables have the entire tops inlaid with vari-colored harmonising woods, set into glowing mahogany surfaces.

Larger tables with plain centres have caught many a hint from nature; trailing vines and tendrils, dainty flowers and scattered petals are inlaid in delicate monochrome-like etchings.

Many now even below factory prices.

"BUY OF THE MAKER"

GEO. C. FLINT Co.

43, 45 AND 47 WEST 23D ST.
NEAR BROADWAY.
FACTORY: 154 AND 156 WEST 19TH STREET

LIFE AND ITS BURDENS.

Sermon by Rev. G. H. MacGregor at Fifth Avenue Presbyterian Church.

The Rev. Dr. John Hall's pulpit at the Fifth Avenue Presbyterian Church, was occupied yesterday morning by the Rev. George H. MacGregor of Scotland, who expects to sail for Europe Saturday.

"To the thoughtful man, impressed with the responsibility that mere living thrusts upon him," said the preacher in the course of his remarks, "life is a terrible thing. The responsibility is so awful and terrible that perhaps few men, if the choice were offered them, would care to live their lives over again.

"In life there is the liability to pain and weariness. Man that is born of woman endures but a little while, and that while is full of trouble. To millions life is a burden, crushing down until mere existence is a curse. In my land and in yours life to many means toil and pain, and in the darker countries, in misgoverned China, and in India and Africa existence for many human beings holds forth no hope, nothing but the blackness of despair. The liability to poverty, with its associations, hangs threateningly over us. It is said that in my own land 3,000,000 live in a state of chronic want.

"Have you ever asked what drives men into business life, with its worries, its constant fear that some unforeseen happening will sweep away the accumulations of years? Then there is the certainty of loneliness, for if we live long enough each one of us will some day be lonely. Think of the loneliness of the woman who has buried her only child. And there is the liability of temptation.

"If the problem of life did not leap out into eternity, it would be infinitely simple. The crack of a revolver, or the quick slash of a razor would end it all. But Christ knew all these things, and knowing all said: 'Fear not life' because He could say, 'For I am He that liveth.' Does He not watch over you, and are not the hairs of your head numbered? Do not fear temptation. He will not suffer you to be tempted beyond your strength. Do not fear death, for He gives comfort in life and in death and after death."

The Rev. Dr. Hall to Return Soon.

The Rev. Dr. John Hall, pastor of the Fifth Avenue Presbyterian Church, sails from England for home on Sept. 17. This information was conveyed to the congregation yesterday through letters from the clergyman received by members of the governing body of the church. It was learned that Dr. Hall was not as well as he and his congregation hoped he would be as the result of his rest and change of air. It was hinted yesterday that the Rev. Mr. MacGregor, who has preached on several occasions this Summer in Dr. Hall's church and has made a favorable impression upon the congregation, might be called to assist or succeed Dr. Hall, but a member of the congregation said that no consideration would be given to the matter until Dr. Hall returned and had made his wishes known.

Salvation Army Meeting.

THE WEIRS, N. H., Aug. 21.—The New England division of the Salvation Army of America began a nine-days' meeting here to-day with a large attendance, including representatives from all the large cities. The army is in command of Lieut. Col. W. J. Cozzens of Boston, and the speakers include Major J. N. Parker, Boston.

BURGLAR SHOT LODGER.

Dawson Wounded Him and Got a Bullet in Return, but Was Not Seriously Hurt—Intruder Escaped.

The house of George W. Humphrey, at 18 Ormond Place, Brooklyn, was entered at about 3:30 o'clock yesterday morning by a burglar, who got as far as the third floor before he aroused anybody. A lodger, Charles Dawson, twenty-six years old, who was sleeping in the front room on that floor, was aroused by a noise, and on stealing cautiously forth became convinced that some one who had no business there was prowling around the house.

He stole down to the parlor, where George Humphrey, Jr., was sleeping, and aroused the latter. After a brief consultation it was decided that Humphrey should go for a policeman while Dawson cut off the burglar's escape. Humphrey hastily dressed himself and went out. The sound made by the door in closing aroused the burglar's suspicions, and he determined to run. Turning out the gas at the head of the stairs, he dashed down stairs.

As he passed Dawson the latter yelled to him to stop, at the same time brandishing a revolver. The housebreaker paid no attention, and Dawson pulled the trigger. His weapon missed fire, but a second attempt was successful, and the burglar gave a yell of pain and cried, "I'm shot!" The next moment there was an answering flash, and Dawson felt a sharp pain in his left arm.

He staggered back, and the burglar, firing another shot, which did not hit Dawson, ran out of the house by the rear door. When Humphrey arrived with the police, a 44-calibre revolver was found in the hallway, and bloodstains marked the burglar's trail. Dawson was found to be suffering simply from a flesh wound.

A POSSIBLE MURDER.

Death of the Man Found in Fulton Street to be Investigated.

Coroner's Physician O'Hanlon performed an autopsy yesterday afternoon on the body of the unidentified man found in a basement at 190 Fulton Street Saturday night. The body is at the Morgue. Dr. O'Hanlon found that the man's neck had been broken and that the injury was in many respects similar to the one which killed Miss Reynolds in the Grand Hotel.

The Coroner also found that the man's left ear had been torn off. He said that the case looked suspicious. From Bellevue Hospital Dr. O'Hanlon telephoned to the Church Street Station House, and notified the police that he wanted an investigation made. Dr. O'Hanlon said that the man's ear might possibly have been torn off by a fall, but that it could also be done by a blow from a club.

Capt. Westervelt of the Church Street Police Station said last night that he had made no investigation, and that none was necessary. He was convinced from the report of Officer Gilhooley, whose attention was called to the body by James Doyle, janitor of the Mott Street public school, that [illegible]

O'Neill's,

6th Ave., 20th to 21st St.

A Week of Bargains.

We shall use this week as an extraordinary week to clear the stock of many shelves that we are through with this season. And at the prices we've put on the lots our wish will surely be accomplished.

To-day we print one special from the second floor in

Ladies' Silk Skirts. They're made of fancy-figured Gros Grain, and come in beautiful patterns, are percaline lined and velveteen bound; the price to clear is	$3.98

And seven specials from the basement—

100 Sets Ewer and Basins, assorted shapes and decorations; one of the best snaps of the times. We're only going to ask for any of these sets	98c
Porcelain Dinner Sets (115 pieces)—complete set—soup tureen, etc., with new decorations; $12.50 kinds, at	$9.50
500 Pieces Art Pottery with worth values of $1.50 to $2.00 have been grouped for to-day's selling and marked your choice	85c
We've taken a lot of Cups and Saucers of various kinds, representing values as high as 39c., and made two lots of them, marking the first lot 15c. and the other	10c
Garbage Bags; handy and useful things for one to have around the home, especially at these prices, 50c., 69c., and	98c

Brooklyn Blue Flame Wick Stove, guaranteed; and the prices, couldn't they easily be guaranteed the lowest?

No. 2, $4.98, No. 3, $6.75

H. O'NEILL & CO.

THE ESCAPE OF SEVILLE.

Kansas City Detective Comes Here to Arrest the Rough Rider for Murder.

Detective Edward Boyle of Kansas City arrived in Jersey City early yesterday morning with a warrant for the arrest of Michael Seville, the Rough Rider charged with murder, who escaped from Montauk Point on Friday night. Boyle also had a requisition from the Governor of Missouri. He expected to take Seville, who is known in Kansas City as James Redmond, back with him. He was greatly surprised to learn that Seville had never been in custody, and had disappeared.

He said that Seville, or Redmond, with John Kennedy, and a third man, whose name was never learned, drove up to the grocery of John Schumacker, in the outskirts of Kansas City, at 8 P. M. on Dec. 8, 1897, and entered the store. Schumacker was away, and the store was in charge of his daughter, Emma Schumacker, twenty-five years old. The men leveled revolvers at her as she stood behind the counter, and told her to hand over all the money in the drawer. While pretending to open the drawer she took a revolver from beneath the counter and fired at Seville, or Redmond, who was nearest. The bullet struck him in the mouth and passed out through his cheek. The unidentified man at once escaped, but Kennedy and Redmond both fired at Miss Schumacker, and she fell dead with two bullets in her brain. The men were seen as they ran from the store by a negro, who informed the police. Both got away.

Kennedy had previously been arrested for a train robbery, and was under bail of $20,000. His bondsman was informed of the murder, and he gave information which enabled the police to find Kennedy, and he is now in jail.

Redmond got away from the town in safety. Detective Boyle yesterday saw Frank Tresdale, the Jersey City barber who recognized Seville as Redmond, and he thinks there is no doubt that Seville is Redmond. He will go to Montauk to-day to see what he can learn about Seville's flight, and also to see if he can find any clue by which the fugitive can be traced.

BELLICOSE PRIVATE JONES.

Colored Soldier of the Tenth Cavalry Tried to Devastate a Saloon and Met with Disaster.

Private William Jones of the famous Tenth Cavalry is a colored hero of large proportions and bellicose tendencies. As a member of Company D of that fighting regiment he participated in the thrilling events at Santiago, and came back with a Mauser bullet in him to recuperate in hospital. He was discharged as cured a day or two ago, and the first use he made of his recovered liberty was to view the naval parade. He cheered himself hoarse at the sight of the big ships he had so often seen in Cuban waters, and then decided to vent his patriotic emotions in one stupendous, memorable, colossal "jag."

With this laudable purpose, Private Jones proceeded to do the town. It was early yesterday morning when he found himself in Brooklyn, filled to the brim with enthusiasm and many other things. He appeared at the side door of John P. Stein's saloon, at 1,178 Third Avenue, and demanded refreshment in a thick but imperious voice. He got what he asked for, and spit it out with intense disgust.

"Is that," he demanded, indignantly, "sorterthing give d'fender country's liberties? Thass shoda warrer! Gimme something that bites!"

"Aw, go to Santiago!" returned the callous bartender, Thomas Moffatt. He is not positive now that he said Santiago, but at any rate it was a synonym for that torrid town. Rightly regarding this as a refusal of his request, Private Jones seized the nearest missile, which proved to be a spittoon, and hurled it with practiced hand at the mirror. For a few moments after this the saloon was a scene of riot and devastation. Howling battle cries and snatches of war songs, the big soldier proceeded to clean out the place. Moffatt ran from behind the bar and attempted to put him out, and in a fraction of a second was lying on his back, with the remnant of a beer glass scattered around his head in a sort of halo and the air full of stars and stripes.

At this juncture Policeman Gresham of the Forty-third Precinct dawned on the scene with a club, and in a few seconds the military arm had bowed to the civil arm and was on its way to the Fourth Avenue Station House, with all the fight taken out of it.

MURDER OF MISS REYNOLDS.

Police Find More Supposed Evidence Against Dr. Kennedy.

A bicycle cap forms the latest link in the chain of testimony the police are winding around Dr. Kennedy, the dentist charged with the murder of Emeline C. Reynolds.

Robert Clark of 137 West Twenty-fourth Street, a salesman in the hat department of Smith, Gray & Co., at Broadway and Thirty-first Street, made a written statement on Friday concerning the alleged purchase of a straw hat from him by Kennedy. A paragraph in this statement is as follows:

"He picked out a $2 dollar straw hat, but as it had a soiled spot on it I sold it to him for $1.50. He also bought a brown plaid hat, paying $1 for it."

In Clark's statement he said the man who bought the hats said he was a dentist on Twenty-second Street. Clark, however, could not positively swear that the man was Kennedy.

The straw hat has not been found since the murder, though the police say that they have evidence that the murderer wore a new straw hat. Yesterday the "brown plaid hat," a bicycle cap, was found in the prisoner's residence at New Dorp. Clark identified the cap as the one that was sold to the purchaser of the straw hat.

The Detective Bureau and the police of the West Thirtieth Street Station discredit the theory of Dr. Kennedy's being a wire tapper. The wife and child of the dentist are at 212 West One Hundred and Twenty-fourth Street, where Mrs. Kennedy is prostrated on account of her husband's arrest.

AMUSEMENTS.

Manhattan Beach,
Swept by Ocean Breezes.
COMMENCING TO-NIGHT,
THE BOSTONIANS
—in—
The Serenade.
UNDER DIRECTION OF FRANK PERLEY.
MUSIC BY VICTOR HERBERT—LIBRETTO BY HARRY B. SMITH.
In the Cast:
H. C. BARNABEE, W. H. MACDONALD, JESSIE BARTLETT DAVIS, HELEN BERTRAM, W. E. PHILP, WILLIAM BRODERICK, GEO. B. FROTHINGHAM, JOSEPHINE BARTLETT, HARRY BROWN.
Victor Herbert's 22d Reg't Band Daily, 3:30, 7, Sunday, 3:30, 7.
Pain's Manila & Fireworks Evenings 8 P. M. sharp.

PAIN'S
20TH ANNUAL CARNIVAL OF FIRE.
THURSDAY, AUG. 25th.
STUPENDOUS PROGRGAMME.
Also a Novelty That Will Surprise the World.

MADISON SQUARE GARDEN.
Week Days at 2:30 and 8:30.
Sundays at 8:30.
Crowded Houses Nightly.
IMRE KIRALFY'S
GREAT NAVAL SHOW.
OUR NAVAL VICTORIES.
Popular Prices. Children half price all matinées.

AMERICAN 2nd Year OPERA IN ENGLISH
CASTLE SQ. OPERA CO.
SUBSCRIPTION SALE
begins at Box office Aug. 25, 9 A. M. (Thursday.)
Same seats reserved for subscribers every week.
No liability except to pay for same one week in advance. Season commences Mon. Sept. 5.
BOCCACCIO. Nights 25-50-75-1.00.
Wed. Mat. 25-50c. Sat. Mat. 25-50-75c.

LYCEUM. 4th ave. and 23d st.
DANIEL FROHMAN......Manager.
Beginning Monday, Aug. 29.
E. H. SOTHERN.
THE ADVENTURE OF LADY URSULA. By Anthony Hope.
*.*Box Office opens Thursday, Aug. 25.

P O P S MADISON SQUARE ROOF GARDEN.
EVENINGS AT 8:15. ADM. 50c.
GRAND POPULAR CONCERTS
By the Met. Permanent Orchestra.
Cold or rainy nights perf. in Concert Hall.

ACADEMY OF MUSIC. 14th St. & Irving Pl.
DENMAN THOMPSON Prices 25c., 50c., 75c. and $1.00.
The Original Production | THE OLD HOMESTEAD
Mats. Wed. & Sat. 2. Eve. 8:15.

24TH ANNUAL PLATTDUTSCHE VOLKSFEST
at Schuetzen Park, Union Hill, N. J., on Sunday, Aug. 21; Monday, 22; Tuesday, 23; Wednesday, 24, and Sunday, 28, 1898. Admission 25 cents a person. JOHN P. FRIEDHOFF, Pres.
B. MEYBORG, Secrt.

Daly's Opening Night Thursday, Aug. 25.
Curtain rises 8 o'clock sharp.
THE RUNAWAY GIRL.
First Matinée Saturday, Aug. 27.
Box Office Now Open.

Wallack's Sept. 1st First Time.
—STUART ROBSON—
In a comic play by Augustus Thomas.
—THE MEDDLER—

KEITH'S Continuous Performance.
25c., 50c. Noon to 11 P. M.
4 COHANS in New Farce. TIM MURPHY.
ANNA TERESA BERGER. Biograph. Fresh Air.

MATINEE NXT. SAT. POSITIVELY.
THE COOL CASINO! THEATRE TO-NIGHT
YANKEE DOODLE DANDY!
Roof To-night! Rice's Summer Nights.

WORLD IN WAX NEW WAR GROUPS.
EDEN MUSEE
Orchestral Concerts. CINEMATOGRAPH.

KOSTER & BIAL'S ROOF GARDEN Adm. 50c.
Cole & Johnson, Cake Walk and Big Vaudeville Bill. In case of Rain Performance in Music Hall.

COLUMBUS OPENING TO-NIGHT. 25c.—50c.
Columbus Theatre Stock Co. CASTE.

Baseball, Polo Grnds, To-day, 3:30 P.M.
Cleveland vs. New York. Adm. 50c.—Adv.

THE TURF.

CONEY ISLAND JOCKEY CLUB.
Sheepshead Bay Autumn Meeting, 1898.
First Day To-morrow.
Six races, including the
FUTURITY STAKES
(VALUE $50,000.)
Racing rain or shine. First race 2:30 P. M.
Concert by Lander.
TRAINS DIRECT TO TRACK. Leave foot East 34th St., N. Y., via L. I. R. R., at 10:50, 12:10, 12:40 (Parlor Car train 1 o'clock), 1:10, 1:40, 2:10, 2:30, 3:10. Boats leave foot Whitehall St., via 39TH ST., BROOKLYN, FERRY, 11, 12, 12:20, 12:40, 1, 1:20, 1:40, 2, 2:20. Trains leave Flatbush Av., Brooklyn, 10:52, 12, 1:10, 1:50, 2:32, 3:10. Kings County Elevated, via Brooklyn Bridge, every 20 minutes. All Nassau Electric Roads transfer direct to track. ADMISSION TO FIELD 50 CTS. Extra accommodations returning from track.

Rescued from River, but May Die.

Joseph O'Brien of 190 Waverley Place, while under the influence of liquor wandered on Pier 26 of the Old Dominion Line yesterday, and, not observing a hole where a number of planks had been removed to repair the flooring, walked into it and disappeared in about ten feet of water. The immersion sobered him somewhat, and when he rose to the surface he shouted for help. James Garry, the day watchman, heard him, and with the help of a rope pulled him out. O'Brien was removed to the Hudson Street Hospital merely as a precautionary measure, but last evening his condition became so serious that it was thought he would die, and his wife, Mary, was summoned by telegraph by the hospital authorities.

The New York Times.

WEEKLY FINANCIAL REVIEW AND QUOTATION SUPPLEMENT.

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STOCK EXCHANGE SUMMARY.

	Shares.
Stocks week ended Aug. 20	8,300,142
Same week last year	2,114,837
Stocks to date this year	64,800,780
Corresponding date last year	40,881,668

Bonds for the week	$18,806,700
Same week last year	10,037,100
Bonds to date this year	533,325,970
Corresponding date last year	317,075,888

Money rate range for week: Collateral loans on call, 1¼@2½; at three months, 2½; at six months, 3@3½ per cent. Commercial paper, sixty to ninety days, 3½ per cent.

UNION PACIFIC.

A Great Property's Vicissitudes and Its Final Safe Re-establishment in Credit and Earning Power.

The stalwart strides of the new Union Pacific into prosperity give it conspicuous rank among the important Western railways whose financial history have been recorded in THE NEW YORK TIMES Financial Supplement's reviews. Within a little while the Union Pacific's managers are to place the company's preferred shares upon a dividend-paying basis—thus marking the progress which attends conservative financiering.

The new Union Pacific compared with the old Union Pacific presents in its financial detail the following significant figures:

	Formerly Per Mile.	Now Per Mile.
Bonds	$70,077	$54,336
Common stock	33,407	33,425
Preferred stock	......	41,158
Total	$103,484	$128,919

The company's gross earnings for the six months of the 1897 fiscal-year (from Jan. 1 to June 30) aggregated $6,736,832. For the corresponding six months of the 1898 fiscal year the figures mount up to $7,670,579. This shows an increase of $933,747.

For the same six months of 1897 Union Pacific net earnings were $1,979,099, while for the first six months of 1898 they aggregated $3,136,161—an increase of $1,157,062.

Formerly the Union Pacific's annual fixed charges were $7,164,363. Now these total charges are only $3,600,000.

Thus the net earnings for the first six months of 1898 ($3,136,161) approach the entire fixed charges of the system for the entire year.

Such an exhibit goes far beyond what even the most enthusiastic believers in the property had dared anticipate.

The Union Pacific Railroad was chartered July 1, 1862, by Congress, which granted to it the right of way over the public domain, 12,800 acres of the public lands per mile of road, and a subsidy in Government bonds at the rate of $16,000, $32,000, and $48,000 per mile of line, the object being to apportion the subsidy in ratio to the cost of the several sections. By the act of incorporation the subsidy bonds were to be a first mortgage on the road.

Subsequently, on July 2, 1864, the company was authorized to issue an equal amount of its own bonds, which were to be a first lien on the road, the subsidy bonds being thereafter a second mortgage. For the payment of the subsidy bonds the company was required to pay annually to the Government 5 per cent. of its net earnings, and to allow the former to retain one-half of the charges for transportation on its account. The road was opened May 10, 1869.

Additions to the system were made rapidly during the seventies, and many roads were constructed and control secured by the Union Pacific. Among these were the St. Joseph and Western, chartered in February, 1857, under the name of the Marysville, Palmetto and Roseport Railroad and changed to the St. Joseph and Denver City on April 17, [illegible]. There was a consolidation of this line and the Western Division, built under the charter of the Northern Kansas in [illegible]. [illegible] was begun in [illegible] and the road [illegible] the hands of receivers and was sold under foreclosure in 1875. In 1879 it came into the control of the Union Pacific.

Development of the System.

The Central Branch was organized Feb. 11, 1859, as the Atchison and Pike's Peak Railroad, and opened Jan. 20, 1868; the Colorado Central Railroad, chartered in 1865 and opened in 1870; the Denver and Boulder Valley Railroad, chartered Oct. 1, 1870, and opened Jan. 1, 1874; the Kansas Central Railroad, chartered May 31, 1871, and opened in 1877; Denver, South Park and Pacific Railroad, chartered June 14, 1873, and partly opened July 1, 1874; Echo and Park City Railroad, chartered as the Summit County Railroad Nov. 23, 1871, and opened July 1, 1873; Golden Boulder and Caribou Railroad, built in 1877; Hastings and Grand Island Railroad, opened in 1879; Junction City and Fort Kearny Railroad, partly opened in 1873; Omaha and Republican Valley, chartered Aug. 15, 1876, and opened Jan. 1, 1877; Utah Central Railway, a consolidation in 1880 of the Utah Central, Utah Southern, and Utah Southern Extension Railroads.

Kansas Pacific Consolidation.

On Jan. 24, 1880, the Union Pacific, Kansas Pacific, and the Denver Pacific Railroads were consolidated under the title of the Union Pacific Railway. The Kansas Pacific was originally chartered as the Leavenworth, Pawnee and Western and received valuable land grants. In 1863 its name was changed to the Union Pacific, Eastern Division, and in 1868 to the Kansas Pacific. The road was completed from Kansas City to Denver in 1870. The company defaulted in 1873, and after a receivership reorganized in 1879. The Denver Pacific was opened in 1871, connecting the Kansas Pacific with the Union Pacific. By the terms of the consolidation the shareholders in each company received shares in the new company equal to their holdings in the old.

The Oregon Short Line Railway was chartered in 1881 and opened Jan. 9, 1882. This road was built to connect the Union Pacific with the Oregon Railway and Navigation's lines, and was controlled by the first-named company through ownership of stock. The following other companies were built during the 80s, either in the interest of the Union Pacific, or purchased by the company: Denver and Middle Park Railroad, opened in 1884; Denver, Marshall and Boulder Valley Railway, opened in 1886; Georgetown, Breckenridge and Leadville Railway, opened in 1884; Greeley, Salt Lake and Pacific Railway, opened in 1882; Laramie, North Park and Pacific Railway, opened in 1881; Lawrence and Emporia Railway, opened in 1879; Oakley and Colby Railway, opened in 1887; Salina, Lincoln and Western Railway, opened in 1886, and Salt Lake and Western Railway, opened in 1882.

Continued Progress and Growth.

On June 11, 1885, the St. Joseph and Western Railroad was sold under foreclosure, and on June 19, 1885, the Hastings and Grand Island, both lines being purchased by a committee of bondholders, reorganized and consolidated under the title of the St. Joseph and Grand Island Railroad. In 1890 this road became part of the Union Pacific system, the latter purchasing $2,301,500 of the company's stock. The Kansas City and Omaha Railroad was organized in July, 1886, and opened March 1, 1887, and an agreement for interchange of traffic was made with the St. Joseph and Grand Island and the Union Pacific, the two roads jointly guaranteeing interest on the Kansas City and Omaha bonds. The St. Joseph and Grand Island owned $1,822,500 of the company's capital stock and $413,000 of its bonds.

On Aug. 1, 1889, the Oregon Short Line, the Utah and Northern, the Utah Central, the Salt Lake and Western, the Utah and Nevada, the Ogden and Syracuse, the Idaho Central, and Nevada Pacific Railways were consolidated under the name of the Oregon Short Line and Utah Northern Railway.

In 1889 the latter company purchased $2,042,000 of the capital stock of the Oregon Railway and Navigation Company, increasing the amount of its holdings of the stock of that company to $13,940,700. The Oregon Railway and Navigation Company was chartered June 13, 1879, and [illegible] [illegible] of that year. The property was leased for [illegible] years from Jan. 1, 1887, to the Oregon Short Line Railway, and the lease transferred to the Oregon Short Line and Utah Northern Aug. 1, 1889.

Consolidation of Old Companies.

The Union Pacific, Denver and Gulf Railway was formed on April 1, 1890, by the consolidation of the Colorado Central, Georgetown, Breckenridge and Leadville; Denver and Middle Park, Denver, Marshall and Boulder; Greeley, Salt Lake and Pacific; Denver, Texas and Gulf; Denver, Texas and Fort Worth; Road Cañon, Chicosa Cañon, the Cañon d'Agua, Colorado Central of Wyoming, and the Cheyenne and Northern Railroads. The Union Pacific owned a majority of the bonds and stock of this company and guaranteed interest on the former through a traffic agreement. The Union Pacific, Lincoln and Colorado Railway was formed in 1888 by a consolidation of the Salina, Lincoln and Western; the Lincoln and Colorado, and Oakley and Colby Railways, the Union Pacific controlling the company through ownership of stock.

The Receivership.

The Union Pacific went into the hands of receivers in October, 1893, the falling off in the revenues of the company due to the industrial depression rendering such a step necessary. The courts appointed S. H. H. Clark, Oliver W. Mink, and E. Ellery Anderson receivers for the property of the Union Pacific and of the property of nearly all the auxiliary companies. In November, on the petition of the Attorney General of the United States, John W. Doane and Frederic R. Coudert were appointed additional receivers.

On Dec. 11, 1893, Frank Trumbull was appointed receiver for the Union Pacific, Denver and Gulf, and the railway and property of that company were turned over to him by the receivers of the Union Pacific.

The Oregon Railway and Navigation Company was placed in the hands of receivers in June, 1894, and from July 4 of that year was operated distinct from the Union Pacific system. On July 18, 1894, the Union Pacific receivers were also appointed in the same capacity for the Kansas Pacific.

An effort to form a plan of reorganization was abandoned in March, 1895, owing to the failure of Congress to pass the bill providing for the refunding of the debt to the Government at 3 per cent.

Successful Reorganization.

The plan of reorganization which became operative was dated Oct. 15, 1895, and provided for the formation of a new company through foreclosure and otherwise and the issuing of the following new securities, $100,000,000 first-mortgage railway and land grant fifty year 4 per cent. gold bonds, $75,000,000 4 per cent. preferred stock, and $61,000,000 common stock.

The new securities were distributed to the holders of the old securities as follows: Union Pacific first mortgage 6s received 100 per cent. new 4s, amounting to $27,229,000 and 50 per cent. in new preferred stock, amounting to $13,614,500; sinking fund 8s 100 per cent. in new 4s, amounting to $3,730,000, and 50 per cent. in new preferred stock, amounting to $1,865,000; Omaha Bridge 8s, 100 per cent. in new 4s, amounting to $508,000, and 50 per cent. in new preferred stock, amounting to $254,000; Omaha Bridge renewal 5s, 100 per cent. in new 4s, amounting to $734,000, and 25 per cent. in new preferred stock, amounting to $183,500.

For Kansas Division debt: Eastern Division 6s, 100 per cent. in new 4s, amounting to $1,936,000, and 50 per cent. in new preferred stock, amounting to $968,000; Middle Division 6s, 100 per cent. in new 4s, amounting to $3,678,000, and 50 per cent. in new preferred stock, amounting to $1,839,000; Denver Extension first 6s, 100 per cent. in new 4s, amounting to $4,106,000, and 50 per cent. in new preferred stock, amounting to $2,053,000; consolidated first 6s, 50 per cent. in new 4s, amounting to $9,[illegible], and 50 per cent. in new preferred, amounting to $5,802,000; consolidated first mortgage, defaulted interest, 25 per cent. in new preferred stock, amounting to $[illegible]; income 7s, (subordinated,) 50 per cent. in new 4s, amounting to $[illegible], and [illegible] per cent. in preferred stock, amounting to $[illegible]. [illegible] ing to $16,440, and 50 per cent. in new preferred stock, amounting to $10,275; Leavenworth Branch 7s, 80 per cent. in new 4s, amounting to $12,000, and 50 per cent. in new preferred stock, amounting to $7,500; Denver Pacific first 7s, 80 per cent. in new 4s, amounting to $3,200, and 50 per cent. in new preferred stock, amounting to $2,000; Kansas Division and collateral 5s, 50 per cent. in new preferred stock, amounting to $2,500,000.

For the fifteen-dollar assessment on old common stock, 100 per cent. in new preferred stock, amounting to $9,130,275. In exchange, dollar for dollar, of old common stock on which assessment was paid, $60,868,500 in new common stock.

For compensation to the reorganization syndicate and bankers there was allotted $6,000,000 new preferred stock.

Total issues for reorganization purposes were: $51,244,720 new 4 per cent. bonds, $47,135,600 new preferred stock, and $60,868,500 new common stock.

Reserved to dispose of equipment obligations and for reorganization and corporate uses, $13,000,000 4 per cent. bonds and $7,000,000 preferred stock.

Balance reserved for settlement of the debt to the United States and for extraordinary requirements, $35,755,280 new 4s, $20,864,400 preferred, and $131,500 common stock.

The following securities were not disturbed in the reorganization: $3,626,000 collateral trust 6s, 1908; $4,677,000 collateral trust 5s, 1907; $2,030,000 collateral trust 4½s of 1918; $1,149,000 equipment trust 5s, due 1896 to 1900, and $8,610,000 collateral trust note 6s of 1894, a total of $20,092,000.

New Company Organized.

The new Union Pacific Railroad Company was incorporated in Utah June 23, 1897, and succeeded to the property and franchises of the Union Pacific Railway, which were sold under foreclosure in November and December, 1897. The new company took possession of the Union Pacific main line Feb. 1, 1898, and the Kansas Pacific lines on April 1. The Oregon Short Line and Utah Northern Railway was reorganized and succeeded on March 16, 1897, by the Oregon Short Line Railroad. In October of last year the Union Pacific Reorganization Committee purchased $8,460,000 of the stock of the company and later increased its holdings to practically a controlling interest.

The Oregon Railway and Navigation Company was succeeded on Aug. 17, 1896, by the Oregon Railroad and Navigation Company. The Oregon Short Line owns a majority of the common stock of the company and the Union Pacific, Northern Pacific, and Great Northern own a controlling interest in the preferred stock. The Union Pacific, Denver and Gulf is not in the new system, but in March of this year an agreement was made by which, after foreclosure sale, its Julesburg branch, extending from La Salle, Col., to Julesburg, 151 miles, shall be acquired.

Mileage of the System.

The Union Pacific system is now made up of the following lines, directly owned: Council Bluffs, Ia., to five miles west of Ogden, Utah, and branches, 1,048 miles; Kansas City, Mo., to Denver, Col., 643 miles; Leavenworth to Lawrence, Kan., 32 miles; Denver, Col., to Cheyenne, Wy., 104 miles; total, 1,827 miles. Branch lines owned, 323 miles; branch lines to be owned, Union Pacific, Lincoln and Colorado, Salina to Oakley, Kan., 225 miles; Julesburg branch of the Union Pacific, Denver and Gulf, La Salle, Col., to Julesburg, 151 miles; Omaha and Republican Valley, 482 miles. Controlled, Oregon Short Line Railroad, Granger, Wy., to Huntington, Ore., Helena, Mon., to Frisco, Utah, &c., 1,430 miles; total outside lines, 2,288; grand total, 5,038.

The several lines making up the Omaha and Republican Valley Railroad, in all 482 miles, and the Kearney and Black Hills Railroad, were purchased on Thursday last, the Union Pacific paying $770,000 for the former and $150,000 for the latter.

The sale of the Union Pacific, Lincoln and Colorado was set for last Saturday, Aug. 20, and in March last the greater part of the bonds of the company were acquired by the Union Pacific, the latter giving in exchange 40 per cent. in new

Continued on Page [illegible].

[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
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[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American Sugar Refining Company	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American Sugar Refining Co. preferred	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American Tobacco	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	American Tobacco preferred	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Ann Arbor	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Ann Arbor preferred	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Atchison, Topeka & Santa Fé	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Atchison, Topeka & Santa Fé preferred	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Baltimore & Ohio	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Baltimore & Ohio Southwestern preferred	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Bay State Gas	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Brooklyn [illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Brooklyn Rapid Transit	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Brooklyn Union Gas	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Brunswick City	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	Buffalo, Rochester & Pittsburg	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] January 3.	*51 May 3.	[illegible]	[illegible]	– [illegible]	Buffalo, Rochester & Pittsburg preferred	[illegible]	Aug. 15, '98.	1	[illegible]	[illegible]	[illegible]	[illegible]	..	[illegible]
[illegible] February 3.	[illegible] March 12.	[illegible]	[illegible]	[illegible]	Canada Southern	[illegible]	Aug. 1, '98.	1¼	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
[illegible] January 20.	72 April 21.	[illegible]	[illegible]	[illegible]	Canadian Pacific	[illegible]	Aug. 1, '98.	2½	85	[illegible]	85	85	[illegible]	[illegible]
[illegible] August 17.	11 April 22.	17½	18	– [illegible]	Central Pacific	[illegible]	July 1, '98.	[illegible]	17⅞	17⅞	17⅞	17⅞	[illegible]	[illegible]
26 August 17.	17¾ March 26.	[illegible]	[illegible]	[illegible]	Chesapeake & Ohio	[illegible]	....	..	[illegible]	[illegible]	24¾	[illegible]	[illegible]	44,743
120 August 23.	[illegible] March 26.	[illegible]	[illegible]	[illegible]	Chicago, Burlington & Quincy	[illegible]	June 15, '98.	1½	115¾	120	114¼	118½	94⅞	172,778
60 June 1.	*48 April 23.	[illegible]	[illegible]	[illegible]	Chicago & Eastern Illinois	[illegible]	July 1, '98.	1¼	[illegible]	[illegible]	[illegible]	60	[illegible]	2,800
[illegible] February 1.	103 January 7.	[illegible]	[illegible]	[illegible]	Chicago & Eastern Illinois preferred	[illegible]	July 1, '98.	1½	105	106½	105	106	..	[illegible]
[illegible] August 22.	[illegible] February 24.	17	[illegible]	[illegible]	Chicago Great Western	[illegible]	....	..	15	17¼	15	17	15	70,198
[illegible] August 22.	29 March 16.	[illegible]	43	[illegible]	Chicago Great Western preferred A	[illegible]	....	..	41	43	41	41¾	..	[illegible]
[illegible] August 16.	20 April 21.	[illegible]	30	[illegible]	Chicago Great Western preferred B	[illegible]	....	..	[illegible]	30⅝	29¼	30⅜	19	[illegible]
11 July 27.	*8¾ April 4.	[illegible]	10	– [illegible]	Chicago, Indianapolis & Louisville	10,590,000	....	..	9½	10	9	9	11	[illegible]
112¾ August 19.	83¾ April 21.	112	112½	+ 6¾	Chicago, Milwaukee & St. Paul	48,027,261	Apl. 19, '98.	2½	108½	112¼	108⅝	112¼	92¾	282,848
159 August 18.	140 April 25.	159	159½	+ 3⅝	Chicago, Milwaukee & St. Paul preferred	31,818,400	Apl. 19, '98.	3½	155	159	155	158	143	1,695
135½ August 6.	118¾ March 12.	134¼	134½	+ 1¼	Chicago & Northwestern	39,091,800	July 6, '98.	2½	134	135½	133½	134½	118⅝	17,572
106⅝ June 1.	80 March 25.	106½	106⅝	+ 3⅜	Chicago, Rock Island & Pacific	50,000,000	†Aug. 1, '98.	1½	103½	106⅝	103⅜	106⅝	85½	126,730
9⅝ March 3.	4½ January 3.	8	8½	..	Chicago Terminal & Transfer	15,000,000	....	..	7½	7⅞	7⅝	7⅞	..	820
33 February 5.	22½ January 3.	29	29¾	– ¾	Chicago Terminal & Transfer preferred	17,000,000	....	..	29½	29⅞	29	29½	..	460
47¼ August 16.	25 March 12.	45⅝	46	+ 1½	Cleveland, Cin., Chi. and St. Louis	28,000,000	Aug., '98.	1½	45¼	47½	44	45¾	32¾	26,581
90¾ August 16.	77½ March 9.	89½	90	+ 3½	Cleveland, Cin., Chi. & St. Louis preferred	10,000,000	July 20, '98.	1¼	87	90¾	87	90	..	1,048
15¾ January 12.	11¼ March 26.	14⅝	15¼	+ ⅜	Cleveland, Lorain & Wheeling	8,000,000	....	..	14¾	15	14¼	14¾	..	3,429
50⅝ February 5.	*40 August 15.	44	50	..	Cleveland, Lorain & Wheeling preferred	5,000,000	Oct. 1, '98.	1¼	40	40	40	40	..	10
⅜ January 28.	¼ April 7.	¼	⅜	..	Colorado Coal & Iron Dev	5,500,000	....	..	½	½	½	½	..	200
26⅝ January 11.	17 March 12.	25½	25¾	+ 1¼	Colorado Fuel & Iron	9,250,000	....	..	23¾	25½	23¾	25½	20	8,343
75 August 19.	65 August 3.	..	..	+10	Colorado Fuel & Iron preferred	2,000,000	Feb. 20, '97.	4	75	75	75	75	..	100
5⅞ July 6.	4¼ July 25.	5¼	6¼	+ ½	Columbus & Hocking Coal & Iron	4,700,000	....	..	4⅝	5¼	4⅝	5⅛	5½	600
6⅝ February 10.	4⅞ July 30.	5⅝	5⅞	+ 1¼	Columbus, Hocking Valley & Toledo	11,696,300	....	..	5½	6	5½	6	..	1,110
27½ February 10.	17 January 17.	..	23	..	Columbus, Hocking Valley & Toledo pf.	2,500,000	Jan. 2, '97.	2½	23	23	23	23	..	700
205½ June 9.	167 March 26.	194	195¼	– 5¾	Consolidated Gas	[illegible]	June 15, '98.	2	199¾	199¾	192	194½	188½	5,171
42½ July 21.	27¾ March 25.	41¼	41½	+ 2	Consolidated Ice	6,300,000	Aug. 15, '98.	1	39	41⅜	38⅝	41½	36	3,490
*92 August 8.	*81 March 25.	91½	95	..	Consolidated Ice preferred	3,500,000	July 15, '98.	1¾	90	91½	90	91½	86	155
114¾ February 3.	103 July 16.	109	110	– ½	**Delaware & Hudson**	35,000,000	June 15, '98.	1¼	108	110	108	108½	118⅝	3,155
159 February 3.	144¾ April 21.	149¾	151¼	..	Delaware, Lackawanna & Western	26,200,000	July 20, '98.	1¾	150	151	150	151	161	1,415
14½ August 18.	10 April 26.	13½	14⅛	+ ⅝	Denver & Rio Grande	38,000,000	....	..	13⅝	14½	13⅝	14½	13	1,343
54½ August 16.	40 April 21.	53⅝	54	+ 1⅜	Denver & Rio Grande preferred	23,650,000	July 15, '98.	1¼	52½	54½	52½	53⅞	47¾	17,042
20 June 10.	8⅞ April 21.	17⅝	18½	– ½	Des Moines & Fort Dodge	4,283,000	....	..	18⅝	19¼	18⅝	18¾	12½	1,896
62¼ July 8.	45 April 20.	60	61	+ 1	Detroit Gas	1,645,700	....	..	60	60	60	60	35	600
*135½ July 7.	*115 April 22.	132½	134¼	+ ¼	**Edison Electrical Illuminating of N. Y**	9,200,000	Aug. 1, '98.	1½	132½	133	132½	133	..	495
*125 August 19.	*102½ April 1.	..	..	..	Edison Elec. Illuminating of Brooklyn	4,000,000	July 15, '98.	1½	125	125	125	125	..	25
16¼ February 4.	11 April 21.	14⅝	14¾	+ ½	Erie	112,282,700	....	..	14¼	14¾	14	14½	16⅝	2,530
42⅞ February 11.	29¼ April 22.	37⅞	38	+ 1⅛	Erie first preferred	42,844,[illegible]	....	..	37½	38	37	37½	40⅞	10,373
21⅞ February 11.	15⅝ April 22.	18¾	19½	..	Erie second preferred	16,000,000	....	..	18¼	18¾	18¼	18¾	22⅜	10
54 August 5.	*37 April 18.	52½	55	–	Evansville & Terre Haute preferred	1,284,000	Apl. 15, '97.	1	52	52	52	52	43	55
14⅛ February 14.	*9½ April 15.	13⅜	13½	..	**Flint & Pere Marquette**	8,298,200	....	..	12⅞	13¼	12⅞	13¼	12	655
28 March 15.	19⅝ January 24.	..	..	..	Fort Worth & Denver City	2,555,000	Mch. 15, '98.	2	22	22	22	22	12	3
16⅞ January 31	10 May 19.	13	15⅝	+ 1½	Fort Worth & Rio Grande	8,106,100	....	..	14	15½	14	15½	..	700
42 August 17.	29¼ March 12.	41	41½	+ ¾	**General Electric**	30,460,000	....	..	41½	42	40⅝	41⅝	38¾	9,116
180 June 30.	122 July 1.	134¾	135	+ 4	Great Northern preferred	50,000,000	‡Aug. 1, '98.	1½	131⅝	135	131	135	128	[illegible]
36¼ February 15.	15⅝ April 22.	26⅛	26½	+ ⅜	**Hawaiian Sugar**	10,000,000	....	..	25½	26⅝	25½	26½	..	2,765
113½ August 17.	98 April 21.	112	112½	– 2⅜	**Illinois Central**	52,500,000	Mch. 15, '98.	2½	109⅝	113½	109	112½	104½	31,861
*97½ August 4.	*94 February 2.	96	100	..	Illinois Central, leased line	10,000,000	July, '98.	2	97	97	97	97	..	10
68¾ August 18.	44½ April 21.	67⅞	68	+ 4⅝	Illinois Steel Company	18,650,000	July, '98.	1½	65¾	68¼	65⅝	67⅞	43	14,755
10¾ August 19	7¼ March 18.	10⅛	10½	+ ⅜	Iowa Central	8,480,000	....	..	9½	10¼	9½	10¼	10	1,120
37⅞ August 16.	25 April 28.	37	38	+ 1½	Iowa Central preferred	5,671,600	Apl., '98.	1	36	37⅞	36	37	35	1,885
55 August 19.	49 August 18.	54¼	55	..	International Paper Company	18,040,400	....	..	51	55	49	54½	..	12,878
91½ August 19.	88½ August 18.	89	91	..	International Paper Company preferred	20,530,700	July 11, '98.	1½	91	91½	88½	91	..	4,123
24¾ February 10.	15 April 16.	17¼	18	+ 1	**Kansas City, Pittsburg & Gulf**	23,000,000	....	..	18	18	17⅞	18	..	1,150
18½ June 14.	*13¼ March 9.	15⅞	17	..	Keokuk & Des Moines preferred	1,524,600	Jan. 15, '95.	90c	16	16	16	16	..	100
54⅝ August 9.	37½ March 25.	52	53	– ⅞	**Laclede Gas**	7,500,000	Feb. 15, '98.	1½	53	54	52½	52½	38½	3,644
96½ August 8.	85 March 12.	95	96½	..	Laclede Gas preferred	2,500,000	June 15, '98.	2½	95	95½	95	95	94	111
23⅜ August 19.	12½ March 14.	22⅞	23	+ 6¾	Lake Erie & Western	11,840,000	....	..	15½	23⅞	15½	23	17	18,590
83 August 19.	66 March 14.	82¼	83	+10¼	Lake Erie & Western preferred	11,840,000	Aug. 15, '98.	1¼	73	83	73	82¾	71½	19,706
198 August 4.	170¾ January 4.	192½	193	– 3	Lake Shore	49,466,500	July 29, '98.	3½	193	193	193	193	175	161
59½ August 10.	40 January 20.	55	59	– 2½	Long Island	12,000,000	Nov. 2, '96.	1	57	57	57	57	..	150
60¾ January 31.	44 April 21.	57½	57⅞	+ 2⅜	Louisville & Nashville	52,800,000	Aug., '98.	2	55⅝	58⅜	55⅜	57⅞	59¼	70,511
120⅝ January 14.	91 March 26.	100⅝	100⅞	– 2⅝	**Manhattan Consolidated**	30,000,000	July 1, '98.	1	103⅜	104½	99½	100½	104⅜	98,178
*53 June 10.	45 March 28.	47	52	..	Maryland Coal preferred	1,876,000	July 1, '98.	2	52½	52½	52½	52½	..	10
171½ February 14.	125¼ March 26.	159	159½	+ 1½	Metropolitan Street Railway	30,000,000	July 15, '98.	1¼	158⅜	159½	157½	159½	..	10,649
6¾ January 8.	4½ June 15.	5¼	5⅝	..	Mexican Central	47,841,100	....	..	5⅝	5⅝	5⅝	5⅝	..	200
114⅝ February 8.	90½ March 12.	108	109	+ ¼	Michigan Central	18,738,000	July 29, '98.	2	109	109	109	109	105	375
30⅝ February 15.	24 March 11.	28½	29	..	Minneapolis & St. Louis	6,000,000	....	..	29½	29½	28¾	28¾	24¾	700
91 June 27.	*80 April 11.	90	91	+ 1	Minneapolis & St. Louis first preferred	2,500,000	July 15, '98.	2½	89¾	90⅛	89¾	90⅛	87	675
63 June 8.	46 March 26.	61	62	+ ¾	Minneapolis & St. Louis second preferred	4,000,000	July 15, '98.	1½	60½	61⅝	60½	61⅝	56½	800
88¼ August 19.	57 January 20.	87	88	+ 9⅝	Minnesota Iron	16,500,000	July 15, '98.	1½	78½	88¼	78½	87½	57	27,544
14⅛ January 26.	10 April 18.	12¼	12½	+ ½	Missouri, Kansas & Texas	52,450,000	....	..	12	12½	12	12½	14⅝	2,180
41 January 28.	28⅜ March 12.	36½	36¾	+ 1	Missouri, Kansas & Texas preferred	13,000,000	....	..	35⅝	37	35⅝	36⅝	34¾	12,298
38⅝ August 11.	22 March 12.	37⅝	37⅞	+ ⅛	Missouri Pacific	47,507,000	July 1, '93.	1	38	38½	37⅛	37⅞	31	26,587
32½ February 7.	24¾ April 19.	28	28½	+ ½	Mobile & Ohio	5,320,600	Feb. 28, '96.	1	28	28½	28	28½	31	500
36 August 15.	30¾ August 1.	33	33⅝	+ ¼	**National Biscuit**	29,000,000	....	..	33⅜	36	32¾	33½	..	9,656
99¼ August 9.	94½ August 1.	98	99	– ⅝	National Biscuit, preferred	23,000,000	May 31, '98.	1¾	99	99¼	98	98	..	597
39 August 16	26¾ March 26.	37⅜	37½	+ ⅝	National Lead Company	14,905,400	Feb. 15, '98.	1	37¼	39	37¼	37⅝	35¼	20,650
114 August 18.	99 April 12.	112	113½	+ ⅝	National Lead Company preferred	14,904,000	June 15, '98.	1¾	113	114	113	113½	105	608
21⅞ May 23.	4 July 28.	6	6½	– 1	National Linseed Oil	18,000,000	Sept. 15, '95.	1	7⅞	7⅞	6½	6½	21⅞	1,845
9 February 10	5 April 25.	7	8	+ ¼	National Starch	5,000,000	....	..	7⅞	7⅞	7⅞	7⅞	..	100
98½ January 8.	86½ March 26.	94	95	+ 1¼	New Jersey Central	22,497,000	Aug. 1, '98.	1	92⅝	96	92⅝	93⅞	94¾	5,315
100 August 18.	14 April 5.	98	100	+22¼	New York Air Brake	5,000,000	1896.	6	79¼	100	79¼	99¾	..	12,618
120⅝ August 8.	105 March 26.	119⅛	119⅜	– ⅜	New York Central	100,000,000	July 15, '98.	1	120	120½	118⅝	119	106	10,974
*195½ February 2.	*178½ January 7.	194	197	+ ½	New York, New Haven & Hartford	50,318,200	June 30, '98.	1	195	195	195	195	178¼	127
15⅝ January 31.	*11½ April 20.	14¼	15	– ¼	New York, Chicago & St. Louis	14,000,000	....	..	14⅝	14⅝	14½	14½	14½	710
40¾ January 29.	28 March 25.	36	36½	– ⅜	New York, Chicago & St. Louis second pf.	11,000,000	....	..	36	36	35¾	36	37⅞	600
17 February 7.	11½ April 21.	15	16	+ ¼	Norfolk & Western	66,000,000	....	..	15¼	15½	15½	15¼	13¾	300
56¾ February 7.	42½ March 12.	54	54½	+ 1	Norfolk & Western preferred	23,000,000	Feb. 23, '98.	1	53¾	56	53⅜	54⅝	34	6,927
7⅛ July 7.	4⅝ January 15.	6⅛	6⅝	+ ⅛	North American	39,733,100	....	..	6⅞	7	6⅝	6⅞	5⅝	1,100
37½ August 16.	19 February 24.	37	37⅛	+ 2⅜	Northern Pacific	79,800,000	....	..	35	37½	35	37⅛	17⅝	194,014
76⅞ August 16.	56⅝ March 12.	75⅞	76	+ 2⅜	Northern Pacific preferred	75,000,000	June 3, '98.	1	74	76⅝	73¾	76	48⅞	117,134
18⅜ February 2.	13⅜ April 25.	16⅜	16½	+ ½	**Ontario & Western**	58,113,982	....	..	15⅝	16⅝	15⅝	16⅜	16⅜	20,115
60¾ August 19.	35½ January 7.	60¼	61	+ 7½	Oregon Railroad & Navigation	24,000,000	July 2, '98.	1	53⅜	60¼	53⅜	60¼	29	9,886
75½ August 16.	65½ March 29.	75	76	+ 1⅝	Oregon Railroad & Navigation preferred	10,998,500	July 1, '98.	2	73⅞	75½	73⅞	75¼	64	2,087
35½ August 16.	19⅝ January 8.	34⅞	35	..	Oregon Short Line	22,435,700	....	..	31	35¼	31	35¼	21⅛	4,550
47½ August 19.	34½ July 20.	46½	47	+ 9½	**Pacific Coast**	6,809,600	....	..	37¾	47½	37¾	47½	..	10,732
91 June 28.	*83 August 12.	85	88	..	Pacific Coast first preferred	1,515,500	July 20, '98.	5	83½	86	83½	86	..	760
67½ August 19.	57 July 20.	66¾	67½	+ 8¾	Pacific Coast second preferred	3,914,400	July 20, '98.	1	58	67½	58	66¾	..	7,083
35 August 17.	21 April 21.	34⅝	35	+ 2	Pacific Mail	20,000,000	June 2, '98.	1	33¼	35	33¼	35	33¾	16,958
106¼ August 17.	86¼ March 26.	102½	102¾	+ 1⅜	People's Gas, Chicago	25,000,000	May 25, '98.	1½	101½	103¼	100½	102¼	102⅞	159,147
6¾ February 11.	*3 January 26.	4½	6	+ ⅜	Peoria & Eastern	10,000,000	....	..	5½	5½	5½	5½	7	100
120⅝ February 7.	110⅝ March 12.	118¾	119¼	+ ⅝	Pennsylvania Railroad	129,303,250	May 31, '98.	2½	118¾	119⅞	118⅞	119½	..	8,349
47½ May 2.	38⅜ January 5.	45	46¾	+ 1⅜	Pittsburg, Cin., Chi. & St. Louis	24,347,100	....	..	44⅞	46¾	44½	46½	20	3,445
71 February 7.	57 March 23.	65¼	67½	– ½	Pittsburg, Cin., Chi. & St. Louis preferred	22,649,200	Jan. 27, '96.	2	66	66	65¼	65¾	58¼	481
216 July 5.	165 March 12.	188	189½	– 1	Pullman Palace Car Company	36,000,000	Aug. 15, '98.	$2	189	190	188	189	174½	1,147
23⅜ January 6.	15½ March 25.	19⅛	19¼	+ 1⅝	**Reading**	69,900,000	....	..	18	20	18	19⅝	26⅜	18,538
54⅛ February 3.	36 March 12.	45¼	45½	+ 3	Reading first preferred	28,000,000	....	..	43½	46	42¾	45½	54	31,095
29 January 6.	18⅞ March 26.	22½	22¾	+ 1½	Reading second preferred	42,000,000	....	..	21½	23	21⅛	22½	32½	4,830
*185½ July 27.	*182 January 26.	185	187	..	Rensselaer & Saratoga	10,000,000	July, '98.	4	184	184	184	184	..	59
30⅝ August 5.	*21½ January 11.	28	29½	– 1½	Rio Grande Western	10,000,000	....	..	28	28	28	28	20	100
68½ August 10.	50⅝ March 15.	66½	67½	– ⅛	Rio Grande Western preferred	6,500,000	Aug. 1, '98.	1¾	68	68	68	68	49½	306
8⅜ February 11.	5½ March 7.	7¼	7½	..	**St. Joseph & Grand Island**	4,600,000	....	..	7⅛	7⅛	7⅛	7⅛	6¾	1,030
63 June 11.	45 February 24.	61	61½	+ ⅛	St. Joseph & Grand Island first preferred	5,491,600	July 15, '98.	2½	60	61⅛	60	60½	46⅞	1,131
23¼ June 11.	13½ April 25.	21½	22	+ 2	St. Joseph & Grand Island second preferred	3,500,000	....	..	20	22⅝	20	22	15	3,182
[illegible] August 19.	7 March 26.	8⅜	8⅝	+ ⅛	St. Louis & San Francisco	26,443,980	....	..	8¼	8¾	8¼	8⅝	6⅝	6,200
67½ August 17.	52½ March 12.	67½	68	+ 1½	St. Louis & San Francisco first preferred	5,000,000	July 6, '98.	2	66	67½	66	67½	54	1,872
34¾ August 17.	22½ February 24.	34¼	34½	+ 2¼	St. Louis & San Francisco second preferred	14,335,700	July 6, '98.	1	32½	34¾	32½	34½	19¾	14,656
6¼ August 10.	3¾ January 24.	5⅞	6¼	+ ⅛	**St. Louis Southwestern**	16,500,000	....	..	5⅝	6⅛	5⅝	6⅛	6½	1,340
14½ August 18.	7¾ March 12.	13⅞	14	+ 1⅝	St. Louis Southwestern preferred	20,000,000	....	..	12½	14⅛	12½	13⅞	13	8,850
90 August 3.	78 April 20.	90	92	..	St. Paul & Duluth preferred	4,793,123	Mch. 1, '98.	2½	90	90	90	90	83	150
163½ August 18.	*121½ January 6.	163	165	+ ⅜	St. Paul, Minneapolis & Manitoba	29,000,000	Aug. 1, '98.	1½	163	163⅛	163	163⅛	..	200
87 August 17.	65 March 12.	86⅛	86¾	+ 2½	St. Paul & Omaha	18,559,187	Feb. 21, '98.	2	84¼	87	83⅞	86¼	67½	11,355
155 February 28.	*148 January 5.	154	..	..	St. Paul & Omaha preferred	11,259,912	Aug. 20, '98.	3½	155	155	154	154	144	22
22½ August 16.	12 April 13.	21½	22	– ⅛	Southern Pacific	108,232,270	....	..	22	22½	21⅜	21⅝	19⅝	1,900
9⅝ February 10.	7 April 21.	9¼	9½	+ ⅛	Southern Railway	119,900,000	....	..	9¼	9⅝	9¼	9½	10¼	4,530
34⅝ August 16.	23⅝ March 26.	34⅜	34½	+ 1⅛	Southern Railway preferred	57,290,400	Jan. 20, '98.	1	33½	34⅝	33½	34⅜	33⅞	34,675
7 May 23.	3¾ January 3.	5¾	6¼	– ⅜	Standard Rope & Twine	12,000,000	....	..	5⅝	5⅝	5⅝	5⅝	7½	100
34¼ August 19.	17 March 12.	33	33¾	+ 3¾	**Tennessee Coal & Iron**	20,000,000	Jan., '87.	1	28	33¼	28	33⅛	27	76,063
*80 August 17.	*80 August 17.	80	..	..	Tennessee Coal & Iron preferred	1,000,000	July 15, '98.	4	80	80	80	80	..	105
15⅝ August 18.	8⅞ March 12	14⅞	15	+ 1⅝	Texas Pacific	38,706,700	....	..	13⅛	15⅛	13⅛	15	13½	55,455
9¾ August 19.	5 May 27.	..	..	..	Texas Pacific & Land Trust	10,370,000	....	..	7¾	9½	7¾	9⅜	..	2,450
22½ February 25.	19⅝ April 14.	..	..	..	Twin City Rapid Transit	15,010,000	....	..	21	22	21	22	..	200
28⅝ August 16.	16⅝ March 25.	28¼	28¾	+ 1⅜	**Union Pacific**	61,000,000	....	..	27	28½	26⅞	28½	..	59,190
65⅝ August 16.	45⅞ March 12.	64⅞	65	+ 1½	Union Pacific preferred	75,000,000	....	..	63¾	65⅝	63⅝	64⅞	..	137,459
10¾ February 18.	4½ August 3.	4⅞	5	..	Union Pacific, Denver & Gulf trust receipts	27,894,800	....	..	4⅞	5	4⅝	4¾	..	2,810
*45 February 8.	38 April 14.	41	44	..	United States Express	10,000,000	May 16, '98.	1½	44	44	44	44	47	336
8⅞ May 24.	5¼ April 25.	8	8½	+ ⅛	United States Leather	61,509,900	....	..	8	8¼	7½	8	9⅝	5,810
73¾ August 18.	53⅞ March 26.	73¼	73⅜	+ 3¼	United States Leather preferred	60,909,900	July 1, '98.	1¼	70½	73⅝	69⅝	73¼	69⅞	87,490
48½ August 17.	14¼ March 12.	46⅞	46⅝	+ 2⅜	United States Rubber	20,166,600	Feb. 15, '97.	2	44⅞	48⅛	44⅞	46⅝	16⅞	54,563
109½ August 17.	60 March 12.	105½	105⅝	+ 3¼	United States Rubber preferred	19,400,500	July 30, '98.	2	103	109¼	103	105⅞	65½	19,574
8¾ August 19.	6¼ March 25.	8⅜	8⅝	+ 1	**Wabash**	28,000,000	....	..	7¾	8¾	7¾	8⅝	7⅞	3,135
22¼ August 18.	14¼ March 7.	21¾	21⅞	+ 1⅛	Wabash preferred	24,000,000	....	..	20½	22¼	20¼	21⅞	17⅞	22,035
*122½ August 5.	*112½ May 5.	118	122	..	Wells-Fargo Express	8,000,000	July 15, '98.	3	120¼	120¼	120	120	110	100
102⅝ January 8.	87⅝ April 25.	..	98	– ¾	West Chicago Street	13,189,600	Aug. 15, '98.	1½	93⅞	93⅞	92⅞	92⅞	..	1,700
95⅞ August 17.	82½ March 26.	95¼	95½	+ 1⅛	Western Union Telegraph	97,370,000	July 15, '98.	1¼	94¼	95⅞	93	95⅝	91¾	84,561
2¼ July 25.	1⅝ July 25.	1⅞	2	..	Wheeling & Lake Erie, $2 assessment paid	10,894,900	....	..	1⅞	1⅞	1¾	1⅞	..	760
13 July 27.	10 July 25.	12⅝	12⅞	..	Wheeling & Lake Erie pf. $3 ass't paid	3,816,000	May 15, '94.	2	13	13	12⅝	12⅝	..	45

Note—The highest and lowest prices in this table, unless otherwise designated, are based on sales of 100-share lots. *Sales of less than 100 shares. †And 10 per cent. in stock. ‡And 50 per cent. in Seattle and Montana stock, exchangeable for 40 per cent. of Great Northern preferred.

Of the amount of stock outstanding credited to Lake Shore and Michigan Central, $45,044,900 of the former is in the New York Central collateral trust and $15,291,300 of the latter.

Bond Transactions New York Stock Exchange Week Ending Aug. 19, 1898.

BONDS.

Sales Week End'g Aug. 19. $18,806,700

BONDS.	First	High.	Low.	Last.	Sales.
Adams Express 4s	101	101	101	101	½
American Dock & Improvement 5s	113⅜	113⅜	113⅜	113⅜	1
American Spirits Manufacturing 6s	85	85	84½	84½	8
American Tobacco scrip	99	99¾	99	99½	30½
Ann Arbor 1st 4s	89	89	89	89	3
Atchison, Topeka & Santa Fé gen. 4s	96	96⅛	95⅞	95⅞	473
Atchison, T. & S. F. adjustment 4s	72¾	73¼	72½	72⅞	1,099½
Austen & Northwestern 1st 5s	84	84	84	84	1
Baltimore Belt 1st 5s	100	100	100	100	3
B. & O. 1st 6s, Parkersburg Branch	114½	114½	114½	114½	12
B. & O. 1st 6s, Parkersburg Branch, tr. r.	114	114	113¾	113¾	23
Baltimore & Ohio 5s, 1885-1925, certfs	113¼	113½	113¼	113½	15
Baltimore & Ohio 5s, 1988, registered	115½	115½	115½	115½	1
Baltimore & Ohio Southwestern 1st gtd. 4½s	102	102	102	102	10
Broadway & Seventh Avenue consol. 5s	120½	120¾	120½	120¾	5
Brooklyn Elevated 1st 6s, trust receipts	92	92½	92	92½	41
Brooklyn Rapid Transit 5s	105	105¼	104¾	105⅛	41
Brooklyn Union Gas 5s	115	115¼	115	115¼	35
Brooklyn Wharf & Warehouse 5s	91⅞	91⅞	91⅝	91⅝	4
Buffalo, Rochester & Pittsburg general 5s	108	108	108	108	7
Burlington, Cedar Rapids & Nor. 1st 5s	106¾	106¾	106¾	106¾	5
Canada Southern 1st 5s	109½	109½	109½	109½	10
Canada Southern 2d 5s	110	110	110	110	15
Central of Georgia consol. 5s	90½	90½	90	90	224
Central of Georgia 1st preference income 5s	42½	42½	41¾	42¼	140
Central of Georgia 2d preference income 5s	14¼	14¼	14	14	20
Central of Georgia 3d preference income 5s	5⅝	5⅝	5½	5½	7
Central of New Jersey general 5s	113¼	114	113¼	114	40
Central of New Jersey gen. 5s, registered	113¼	113¼	113¼	113¼	5
Chesapeake & Ohio 4½s	89¼	90	89¼	89⅞	423
Ches. & Ohio, Rich. & Alle. 1st consol. 4s	105	105	105	105	11
Chesapeake & Ohio consolidated 5s	115¾	115¾	115¾	115¾	1
Chicago, Burlington & Quincy, Neb. ext. 4s	101	101	101	101	1
Chicago, Burlington & Quincy, Den. Div. 4s	100½	101¼	100½	101	18
Chicago, Burlington & Quincy consol. 7s	115¾	115¾	115¼	115¼	7
Chicago, Burlington & Quincy deb. 5s	108	109¼	108	109¼	7
Chicago, Burlington & Quincy conv. 5s	117½	120½	117½	120	811
Chicago & Eastern Illinois general 5s	108	108	108	108	11
Chicago & Erie 1st 5s	113¼	113¼	113¼	113¼	5
Chicago & Indiana Coal Railway 1st 5s	103	103	103	103	1
Chicago, Ind. & Louis, ref. 6s	106	106	106	106	2
Chi., St. P., Minn. & Omaha consol. 6s	136	136	136	136	1
Chicago Terminal Transfer 4s	88⅞	89¼	88⅞	89⅛	43
C., C., C. & St. L., St. Louis Div. 4s	98⅞	99	98⅞	98⅞	18
Cleveland & Canton 1st 5s, trust receipts	70	70	70	70	2
Col., Hocking Valley & Tol. 5s, $65 paid	81	82	81	82	39
Dallas & Waco 1st 5s	84	84	84	84	2
Denver & Rio Grande Improvement 5s	94¾	94¾	94¾	94¾	14
Denver & Rio Grande 4s	97¾	98½	97¾	98⅜	113
Des Moines & Fort Dodge 4s	94	94	94	94	10
Detroit City Gas 5s	94	94	93¾	94	183
Duluth & Iron Range 1st 5s	105½	105½	105½	105½	5
East Tenn., Va. & Ga. con. 5s	112	113	112	113	49
East Tenn., Va. & Ga. divisional 5s	114½	114½	114½	114½	4
Edison Elec. Ill. of N. Y. consol. 5s	117¼	117¼	117¼	117¼	5
Edison Elec. Ill. of N. Y. 1st 5s	111½	112	111½	112	4
Erie 1st consol. 7s	144	145	144	145	3
Erie prior lien 4s	94	94⅜	93¾	94¼	140
Erie general lien 4s	75	75	74⅝	74⅝	113
Evansville & Indianapolis 1st consol. 6s	88	88	80	80	15
Evansville & Terre Haute general 5s	85	85	85	85	6
F. & P. M., Port Huron Div. 5s	94	95¾	94	95¾	18
Fort Worth & Denver City 1st 4-6s	76	79¾	76	78½	399
Fort Worth & Rio Grande 1st 3-4s	62½	62¾	62	62¾	46
Gal., Har. & San An., Mex. & Pac. 5s	97½	97¾	97½	97¾	29
Galveston, Houston & Henderson 5s	94	95¼	94	95¼	20
General Electric debenture 5s	108	108	108	108	5
Green Bay & Western debenture B	5	5	5	5	4
Houston & Texas Central gen. 4s	83	83¼	83	83	38
Houston, East. & West. Texas 5s	93¾	94⅛	92½	94⅛	19
Illinois Central 4s, 1953	102	102	102	102	9
International & Great Northern 1st 6s	120½	120½	120½	120½	1
International & Great Northern 2d 5s	91	92	91	91	27
Iowa Central 1st 5s	104	105	104	105	28
Kansas City, Pittsburg & Gulf 1st 5s	76½	78½	76½	77¼	158
Kansas City & Pacific 1st 4s	75	75	73	75	20
Kansas & Texas 1st 4s	91½	92	91½	91½	818
Kansas & Texas 2d g. 4s	65½	66	65	65⅝	418
Kansas & Texas of Texas 5s	87⅝	88	87½	87½	7
Kings County Elevated 1st 5s	57½	57½	57⅛	57⅛	5
Laclede Gas Light of St. Louis 1st 5s	105	105	105	105	4
Lake Erie & Western 1st 5s	117	117	117	117	2
Lake Erie & Western 2d 5s	102	103	102	103	29
Lake Shore 1st 7s, coupon	105½	105⅝	105½	105⅝	12
Lake Shore 3s	106	106	106	106	3
Lake Shore 3½s, registered	105¾	105¾	105¾	105¾	30
Lehigh & Wilkesbarre con. 7s, assented	101	101¾	101	101¾	53
Louisville & Nashville 5s	104½	104½	104½	104½	5
Louisville & Nashville unified gold 4s	91¼	91¼	91	91	8
Louisville & Nashville general 6s	119	119	119	119	4
Louis. & Nash., Ev., Hend. & Nash. 1st 6s	115	115	115	115	1
Louis. & Nash., So. & No. Alabama 5s	100½	100½	100½	100½	5
Manhattan Consolidated 4s	96	96⅛	95¾	95¾	13
Metropolitan Elevated 1st 6s	116⅝	116⅞	116⅝	116⅞	17
Metropolitan Elevated 2d 6s	103½	103½	103	103½	4
Metropolitan Street Railway 5s	114	114	113¾	113¾	14
Mexican International consol. 4s	77½	77½	77¼	77¼	23
Michigan Central 5s, 1902	105¼	105¼	105¼	105¼	2
Michigan Central consol. 7s	115	115	115	115	1
Minneapolis & St. Louis consol. 5s	108	108	108	108	12
Missouri, Kansas & Eastern 1st 5s	100½	100½	100½	100½	12
Missouri Pacific 1st collateral 5s	78½	80	78½	80	84
Missouri Pacific consol. 6s	106½	106¾	106½	106¾	63
Missouri Pacific trust 5s	86	87½	86	87	81
Mobile & Ohio general 4s	80¼	80¾	80¼	80¾	29½
Mobile & Ohio 1st, Montgomery Div. 5s	102	102	102	102	5
Morris & Essex 1st 7s	140	140	140	140	1
Nash., Chat. & St. Louis consol. 5s	103½	103½	103½	103½	15
Nash., Chat. & St. Louis 1st 7s	130½	131	130½	131	32
New York Central, Mich. Cent. collat. 3½s	94¾	95	94⅝	94¾	75
New York Central, Lake Shore collat. 3½s	95⅛	95⅞	95¼	95¾	307
New York Cen. Lake Shore coll. 3½s, reg.	94	94	94	94	6
New York Central debenture 5s	111	111	111	111	1
New York Central 3½s	106½	106½	106½	106½	34
New York Central 1st 7s, coupon	116	116	116	116	2
New York, Chicago & St. Louis 4s	107	107	107	107	14
New York, N. H. & Hartford deb. certfs. 4s	160	160	160	160	15
New York & New England 1st 7s	120⅛	120⅛	120⅛	120⅛	2
New York & New England 1st 6s	114	114	114	114	1
New York, Ontario & Western refdg. 4s	101	101½	101	101½	14
New York, Ontario & Western consol. 5s	106½	107	106½	107	39
New York, Sus. & Western general 5s	89½	89½	89½	89½	26
Norfolk & Western con. 4s	86¾	87	86	87	126½
Northern Ohio 1st 5s	101	101	101	101	4
Northern Pacific general lien 3s	65½	66	65	66	743
Northern Pacific prior lien 4s	100½	101	100½	101	465½
Northern Pacific prior lien 4s, registered	100	100¾	100	100¾	25
Northern Railway of California 5s	103½	103½	103¼	103¼	30
Northwestern, 25-year debenture 5s	109	109	109	109	5
Northwestern general 3½s	103	103⅛	103	103⅛	13
Northwestern Sinking Fund 5s	110	111	110	111	11
Northwestern consolidated 7s	142½	142½	142½	142½	2
Northwestern gold 7s, coupon	115	115	115	115	3
Ohio & Miss. 1st 7s, Springfield Div	108	108	108	108	17
Ohio & Mississippi consol. 4s	105	105	105	105	5
Ohio Southern general 4s	8	8	8	8	5
Omaha & St. Louis 1st 4s	77	80	77	80	22
Oregon Railway & Navigation 1st 6s	112	112	112	112	3
Oregon Railroad & Navigation 4s	100	100⅞	100	100¾	293
Oregon Short Line consolidated 5s	108	108	107½	107½	26
Oregon Short Line Income A	80½	81¼	80½	81⅛	112
Oregon Short Line Income B	57	58¾	57	58¾	389
Oregon Short Line 6s	127	128	127	128	28
Pacific Coast 1st 5s	103⅞	106½	103⅞	106½	153
Pennsylvania 4½s	113	113	113	113	2
Peoria & Eastern 1st 4s	78¼	80	77¾	79	78
Peoria & Eastern income	17	20	17	20	12
Pittsburg, Fort Wayne & Chicago 2d 7s	140	140	140	140	1
Pittsburg, Shenango & Lake Erie 1st 5s	109¼	109¼	109	109	13
Pittsburg & Western 1st 4s	91¾	91¾	91¾	91¾	3
Pittsburg & Western 5s	50	50	50	50	26
Reading general 4s	83⅞	84⅝	83¾	84⅛	424
Rio Grande Western 1st 4s	90	91	90	91	55
Rock Island 6s, coupon	131	131	131	131	1
Rock Island general 4s	105	105	105	105	70
St. Joseph & Grand Island 1st 2-3-4s	80½	80½	80⅛	80⅛	13
St. Louis & Iron Mountain gen. 5s	100	100½	100	100	59
St. Louis & San Francisco gen. 5s	106¾	106¾	106	106¾	31
St. Louis & San Fran. 2d 6s, Class B	114	114⅝	114	114⅝	11
St. Louis & San Fran. 2d 6s, Class C	114	114	114	114	1
St. Louis & San Francisco general 6s	119¾	120	119¾	120	48
St. Louis & San Francisco 4s	79⅞	82⅝	79⅞	82⅝	154
St. Louis Southwestern 1st 4s	80⅝	81	80	80⅝	157
St. Louis Southwestern 2d income 4s	32½	34⅛	32½	34⅛	303

BONDS.	First.	High.	Low.	Last.	Sales.
St. Paul, Hastings & Dakota 7s	128	128	128	128	3
St. Paul 1st, Dakota & Gt. Southern 5s	111	111	111	111	2
St. Paul consolidated 7s	154¼	154¼	154¼	154¼	10
St. Paul general 4s, Series A	105¼	106½	105¼	106½	145
St. P., Min. & Man. cons. 6s, reduced to 4½s	108½	108½	108½	108½	2
St. Paul, Minn. & Man. 2d 6s	122½	122½	122½	122½	6
St. Paul, Minn. & Man., Montana ext. 4s	101	101⅛	101	101⅛	35
St. P., M. & M., East. Minn. Div. 6s	110½	110½	110½	110½	1
St. Paul & Northern Pacific 6s	129½	129½	129	129	3
St. Paul & Sioux City 6s	132	132	132	132	10
San Antonio & Aransas Pass 4s	69½	70	69	70	184
Scioto Valley & New England 4s	91	91½	91	91½	17
South Carolina & Georgia 1st 5s	98	99½	98	99½	29
Southern Pacific of New Mexico 1st 6s	109½	109¾	109½	109¾	20
Southern Pacific of Arizona 1st 5s	109	109½	109	109½	17
Southern Railway 5s	97½	98	97	97	202
Standard Rope & Twine 6s	68	68	67¼	67¾	31
Standard Rope & Twine income	15¾	16¼	15	16½	410
Tenn. Coal & Iron 1st 6s, Birm. Div	89¾	92¾	89½	92	11
Tenn. Coal & Iron 6s, Tennessee Div	86	92½	86	92½	28
Term. Railroad of St. Louis 1st 4½s	112¼	112¼	112¼	112¼	3
Texas & New Orleans consol. 5s	100½	100¾	100½	100¾	29
Texas & Pacific 1st 5s	107	107⅜	107	107	7
Texas Pacific, Eastern Div. 1st 6s	107¾	107¾	107¾	107¾	1
Texas & Pacific 2d inc. 5s	43½	45¾	43	45½	1,773
Toledo & Ohio Central 5s	104	105	104	105	3
Toledo & Ohio Central, Western Div. 5s	105	105	105	105	6
Toledo, Peoria & Western 4s	77	78	77	77	38
Toledo, St. L. & Kansas City 1st 6s, tr. r.	90	90	90	90	2
Union Elevated, Brooklyn, 1st 6s, tr. r.	91⅞	93	91⅞	93	68
Union Pacific new 4s	99	99⅛	98⅞	99	651½
Union Pacific, Den. & Gulf 1st 5s, t. r.	76⅛	78	75¾	77	1,048
Wabash 1st 5s	112¼	112¾	111¾	112¾	72
Wabash 2d 5s	89¼	89½	89	89½	144
Wabash debenture, Series B	29⅛	30¼	29⅛	30	556
Wabash 1st, Detroit & Chicago 5s	104⅛	104⅛	104⅛	104⅛	1
West Shore guaranteed 4s	109⅞	109⅞	109½	109¾	21
West Shore guaranteed 4s, registered	109	109	108¾	108¾	14½
Western New York & Penn. gen. 3-4s	58¾	58⅞	58½	58¾	24
Western New York & Pennsylvania inc.	16	16⅜	16	16⅜	42
Wilkesbarre & Eastern 1st 5s	100	100	100	100	25
Wisconsin Central 1st 5s, trust receipts	52¼	54½	52	53⅝	757

Total sales $16,800,000

GOVERNMENT BONDS.

Bond Transactions New York Stock Exchange Week Ending Aug. 20, 1898.

	First	High	Low	Last	Sales
United States 4s, 1925, coupon	127	127⅜	127	127⅜	25
United States 4s, 1925, registered	127½	127½	127½	127½	1
United States 4s, 1907, registered	111½	111½	111½	111½	5
United States 3s, when issued	105⅛	105½	105	105½	1,594½
United States 3s, small, when issued	105⅛	105⅛	105⅛	105⅛	*12

Total sales $1,627,700

*In $100.

STATE BONDS.

Bond Transactions New York Stock Exchange Week Ending Aug. 20, 1898.

	First	High	Low	Last	Sales
Alabama, Class B	105⅛	105⅛	105⅛	105⅛	3
Tennessee Settlement 3s	92¼	93½	92¼	93½	41
Virginia deferred 6s, trust receipts	8	9	8	8½	336

Total sales $379,000

Grand total $18,806,700

GOVERNMENT BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1898.

	Highest.		Lowest.		Last Sale.	
United States 2s, registered	98½	Mch. 22	98	Apr. 4	98	Apr. 4
United States 4s, 1907, registered	113½	Feb. 4	106	Apr. 27	111½	Aug. 19
United States 4s, 1907, coupon	114¾	Feb. 8	107	Apr. 26	112	Aug. 9
United States 4s, 1925, registered	129½	Jan. 11	116¾	Apr. 19	127½	Aug. 17
United States 4s, 1925, coupon	129¾	Jan. 12	117⅝	Apr. 19	127⅜	Aug. 18
United States 5s, 1904, registered	115	Jan. 12	109¾	May 2	110¼	May 6
United States 5s, 1904, coupon	115	Jan. 14	109¾	May 2	113¼	July 22
United States currency 6s, 1899	104	Jan. 22	102¼	Aug. 11	102¼	Aug. 11
United States 3s, 10-20, 1918, when issued	105½	Aug. 18	104	July 23	105½	Aug. 19
United States 3s 10-20, 1918, small, when is.	105½	Aug. 4	104¾	Aug. 5	105⅛	Aug. 16
United States 3s, 10-20, 1918, reg., w. issued.	105	Aug. 12	105	Aug. 12	105	Aug. 12
District of Columbia 3-65s	116	July 7	115	Mch. 28	116	July 7

STATE BONDS.

HIGHEST, LOWEST, AND LAST PRICES, YEAR 1898.

	Highest.		Lowest.		Last Sale.	
Alabama, Class A	109	May 14	108½	Mch. 8	109	May 14
Alabama, Class A, small	105	Aug. 10	105	Aug. 10	105	Aug. 10
Alabama, Class B	105⅛	Aug. 17	105⅛	Aug. 17	105⅛	Aug. 17
Alabama, Class C	100	Feb. 28	98	Aug. 5	98	Aug. 5
Louisiana consolidated 4s	104	July 21	100	May 14	104	July 27
Louisiana consolidated 4s, small	100½	Mch. 14	98	Mch. 3	100½	Mch. 14
North Carolina 6s, 1919	128	Feb. 23	128	Feb. 23	128	Feb. 23
North Carolina consolidated 4s	101	Jan. 6	101	Jan. 6	101	Jan. 6
Tennessee settlement 3s	93½	Aug. 18	87	May 10	93½	Aug. 18
Tennessee settlement 3s, small	88	Jan. 5	87	May 25	88	June 16
Virginia funded debt 2-3s, 1991	74	Aug. 12	65	Apr. 22	74	Aug. 12
Virginia deferred 6s, trust receipts	9	Aug. 12	4½	Feb. 15	8½	Aug. 18

BANK STOCKS.

Transactions on New York Stock Exchange from Jan. 1, 1898.

	Highest.		Lowest.		Last Sale.	
America	356	Mar. 9	350	Jan. 25	350	May 5
American Exchange	175	Mar. 11	167	June 13	170	July 26
Central National	165	June 9	165	June 9	165	June 9
City	1100	June 10	1100	June 10	1100	June 10
Columbia	150	Apr. 4	150	Apr. 4	150	Apr. 4
Chatham	295	Mar. 2	290	May 12	290	May 12
Commerce	210	Mar. 1	200	May 9	204½	Aug. 17
Continental	130	Jan. 4	125	May 18	125	May 18
Corn Exchange	290	Feb. 4	290	Feb. 4	290	Feb. 4
Market & Fulton	233	Mar. 4	230	Feb. 16	233	Mar. 4
Mechanics'	185	Feb. 11	175	May 18	175¼	June 2
Mechanics & Traders'	120	July 9	120	July 9	120	July 9
Merchants'	148½	Jan. 4	146	Mar. 8	146½	June 20
New York	235	Apr. 14	235	Apr. 14	235	Apr. 14
Ninth	92½	Feb. 9	90	Mar. 9	90	June 15
North America	135¼	Feb. 15	135	June 4	135	June 9
Park	315	Aug. 12	263	Jan. 28	315	Aug. 12
Phenix	90	Aug. 13	85	Aug. 11	90	Aug. 13
Republic	157	Mar. 31	155¾	July 6	155¾	July 6
Shoe & Leather	100	Jan. 13	99½	Jan. 20	99½	Jan. 20
State of New York	103	Aug. 17	102	June 18	103	Aug. 17
Tradesmen's	110	Feb. 15	105	Jan. 21	110	Feb. 15
West Side	275	Jan. 10	275	Jan. 10	275	Jan. 10
Western National	155	Jan. 28	145	Mar. 30	150	Apr. 22

Last sales on the New York Stock Exchange in 1897 of bank stocks not yet dealt in there this year:

		Date.			Date.
Broadway	242	Nov. 19	Importers & Traders'	535	March 23
Butchers & Drovers'	98	Nov. 27	Manhattan	230	Nov. 13
Chemical	4300	Feb. 2	Metropolis	475	April 21
Citizens'	132	Nov. 19	New York County	800	March 23
East River	140	Nov. 26	Seaboard	170	July 19
Fourth National	195	Nov. 30	Third National	85	March 14
Gallatin	310	Aug. 19			

MONEY AND EXCHANGE.

Money on call loaned at 1¼@1½ per cent.

Time money, 2½ per cent. for sixty days to ninety days, 3 per cent. for four to five months, 3@3½ for six months. Commercial paper rates, 3½ per cent. for sixty to ninety days' indorsements, 3¾@4½ per cent. for choice single names, and 4½@5½ per cent. and upward for others.

The Bank of England gained £471,774 bullion during the week, and the proportion of reserve to liabilities, which in the previous week was 45.42, became 47.21 per cent. The rate of discount was unchanged at 2½ per cent. The Bank of France gained 5,150,000f gold and 2,675,000f silver.

Foreign exchange market weak. Posted rates were $4.84 for sixty days and $4.86 for demand. Actual rates were $4.83¼@$4.83⅜ for sixty-day bills, $4.85¼@$4.85⅜ for demand, $4.85⅝@$4.85¾ for cable transfers, and $4.82½@$4.83¼ for commercial.

In Continental, Paris francs were quoted at 5.21⅞ for long and 5.20 for short, reichsmarks at 94 9-16 and 95⅛, and guilders at 40⅛ and 40¼.

New York exchange was quoted as follows: Chicago—30c discount. Boston—10@15c discount. San Francisco—Sight, 15c premium; telegraphic, 17½c premium. New Orleans—Commercial, 25c premium; bank, $1 premium. Savannah—Buying, 1-16c discount; selling, 1-16c premium. Charleston—Buying, par; selling, ⅛c premium. Cincinnati—Between banks, 25c discount; over counter, 50c premium. St. Louis—Par.

Complete Bond Quotation List, New York Stock Exchange, Week Ending Aug. 19, 1898.

	Range for Year 1898. Highest.		Lowest.		Last Sale.		Bid.	Ask'd.
Alabama Midland 1st gtd. g., 1928	[illegible]	Aug 12	81	Jan 20	[illegible]	Aug 12	91½	95
Ann Arbor 1st g. 4s, 1995	89	Aug 12	81	Apr [illegible]	87	Aug 17	..	89
Atch., Top. & S. F. gen. g. 4s, 1995	95¾	Aug 15	88	Apr [illegible]	95¾	Aug 19	95¾	96
Do., registered	[illegible]	Mar 23	[illegible]	Mar 23	[illegible]	Mar 23	..	..
Do., adjustment g. 4s, 1995	73½	Aug 19	54⅝	Mar 12	72⅝	Aug 19	73½	..
Atlantic & Pacific income	⅜	Jan 7	⅜	Jan 7	⅜	Jan 7	..	..
Atl. Av. of Brooklyn imp. g. 5s, 1934	..	....	..	....	[illegible]	Feb., 96	..	..
Atlantic & Danville 1st g. 5s, 1950	99½	Jun 24	95	Jan 5	99½	Aug 9	..	..
Balt. & Ohio 1st 6s, Park'b. Br., 1919	115½	Feb 11	100	Apr 6	114½	Aug 17	..	..
Do., do., trust receipts	114	Aug 19	113¾	Aug 19	113¾	Aug 19	..	114½
Do., gold 5s, 1885-1925	118½	Aug 11	80	Jan 12	118½	Aug 11	..	..
Do., registered	113¼	Jul 18	108½	Jun 17	112¼	July 19	..	..
Do., eng. certs. of deposit	112¾	Aug 11	90	Jan 25	112¾	Aug 19	..	..
Do., do., registered	118¾	Jun 27	95	Feb 6	111¼	Aug 1	..	..
Do., con. g. 5s, 1988	117½	Aug 12	97	Apr 6	117½	Aug 12	..	..
Do., registered	116¾	Aug 10	103	May 24	115½	Aug 15	..	..
Do., J. P. M. Co. certs	116½	Aug 5	97	Apr 6	116½	Aug 5	..	..
Do., do., registered	112½	Jul 20	112½	Jul 20	112½	July 20	..	..
Baltimore Belt 1st g. 5s, int. gtd., 1990	101	Aug 11	84	Jan 11	100	Aug 15	..	..
West Va. & Pitts. 1st g. 5s, 1990	..	....	..	....	105½	Oct., 96	..	..
Mononga. River 1st gtd. g. 5s, 1919	..	....	..	....	104½	July, 92	..	..
Cent. Ohio reorg. 1st con. g. 4½s, 1930	104½	Aug 5	99	Jan 27	104½	Aug 5	104	..
Ak. & Chi. Junc. 1st gtd. int. g. 5s, 1930	..	....	..	....	102½	Nov., 96	..	..
Do., coupon off	105	Aug 9	100	Jul 21	105	Aug 12	102½	..
Pitts. & Connellsv. 1st g. 4s, 1946	107¼	Jul 28	105½	Jun 24	107¼	July 28	..	..
B. & O. S.W. RR. 1st gtd. g. 4½s, 1990	108	Jun 18	98½	Jan 17	102	Aug 16	..	..
Do., 1st consolidated g. 4½s, 1993	..	....	..	....	60	Jun 9, 97	..	..
Do., 1st inc. g. 5s, Series A, 2043	27½	Jun 8	27	Jun 6	27½	June 8	..	..
Do., do., Series B, 2043	9½	Feb 8	8	May 28	9	June 6	..	..
Ohio & Mississippi 2d con. 7s, 1911	122½	Jul 12	120	Jul 6	122½	July 12	..	..
Do., 1st Springfield Div. 7s, 1905	108	Aug 13	102½	May 2	108	Aug 17	..	..
Do., 1st con. 4s, 1947	105½	Jan 31	104	Aug 11	105	Aug 17	..	..
Do., 1st gen. 5s, 1932	..	....	..	....	108	April, 92	..	..
Brooklyn City 1st consol. 5s, 1941	113	May 27	112	July 1	112	July 1	..	..
Brooklyn El. Tr. Co. ctfs., 1st g. 6s, 1924	93	Jul 5	79	Apr 8	92½	Aug 18	92	..
Do., Tr. Co. ctfs., 2d g. 5s, 1915	..	....	..	....	43	Jun 19, 97	..	..
Do., do., 3d installment paid	88	May 24	88	May 24	88	May 24	..	..
Do., all installments paid	86	Jun 27	86	Jun 27	86	June 27	..	..
Sea & B.B. Tr. Co. cts., 1st gtd. g. 5s, 1942	..	....	..	....	70½	De 14, 97	..	..
Union El. Tr. Co. cts., 1st gtd. g. 6s, 1937	93	Aug 19	80	Apr 14	93	Aug 19	92	..
Brooklyn Rapid Transit g. 5s, 1945	105¼	Aug 19	91	Apr 2	105¼	Aug 19	..	105½
Brunswick & Western 1st g. 4s, 1938	..	....	..	....	74	Sept., 96	..	..
Buff., Roch. & Pitts. gen. g. 5s, 1937	108	Aug 19	104½	Jan 18	108	Aug 19	107	..
Roch. & Pitts. 1st g. 6s, 1921	127	Jan 26	127	Jan 26	127	Mar 2	123	..
Do., con. 1st g. 6s, 1922	123	Feb 2	122	Jul 16	122	July 16	124¾	..
Clearfield & Mah. 1st gtd. g. 5s, 1943	..	....	..	....	103	Ap 14, 97	118	..
Buffalo & Susquehanna 1st g. 5s, 1913	..	....	..	....	100	Feb., 96	..	..
Bur., Cedar Rap. & Nor. 1st 5s, 1906	109	Feb 4	104¾	Jun 17	106¾	Aug 18	107	..
Do., con. 1st and col. tr. g. 5s, 1934	109	Jan 17	100	Apr 23	107	July 29	107¼	..
Minn. & St. L. 1st gtd. g. 7s, 1927	..	....	..	....	140	Fe 14, 97	..	..
C.R., Iowa Falls & N.W. 1st g. 6s, 1920	..	....	..	....	108	De 10, 97	..	..
Do., do., 1st g. 5s, 1921	105	Jan 4	105	Jan 4	105	Jan 4	105½	..
Canada South. 1st, int. gtd. 5s, 1908	111⅛	Jun 28	107¾	Apr 27	109½	Aug 16	108	..
Do., 2d 5s, 1913	111	Feb 17	105	Apr 16	110	Aug 19	109½	110
Do., do., registered	..	....	..	....	106	Jan 30, 97	..	..
Cent. RR. & Bkg. Co. of Ga. col. g. 5s, 1937	93½	Feb 16	87	Apr 21	92½	June 30	92	..
Cent. of Ga. RR. 1st g. 5s, 1945	119½	Jan 13	114	Mar 25	114½	June 3	..	..
Do., con. g. 5s, 1945	92½	Jan 22	84¾	Apr 29	90	Aug 19	89½	90½
Do., 1st pf. inc. g. 5s, 1945	44½	Jan 6	36	Mar 25	42¼	Aug 19	41½	42
Do., 2d pf. inc. g. 5s, 1945	15½	Jan 6	10½	Jul 26	14	Aug 19	13	14½
Do., 3d pf. inc. g. 5s, 1945	8½	Jan 21	4½	Jul 26	5½	Aug 19	5¾	6¾
Do., Macon & Nor. Div. 1st g. 5s, 1946	92	Jan 6	92	Jan 6	92	Jan 6	..	..
Do., Mobile Div. 1st g. 5s, 1946	99	Jul 6	95¾	Jan 19	99	July 6	..	..
Cent. of New Jersey 1st con. 7s, 1899	104¾	Feb 2	103	Jul 19	103	Aug 9	102¾	..
Do., 1st conv. 7s, 1902	..	....	..	....	113⅞	Dec 3, 97	..	..
Do., conv. deb. 6s, 1908	110½	Feb 15	110	Jul 21	110	July 21	..	..
Do., gen. g. 5s, 1987	115	Jun 30	109½	Apr 27	114	Aug 19	113¼	114½
Do., do., registered	114¾	Feb 14	108¾	Apr 26	113¼	Aug 16	113¼	114¼
Lehigh & Wilkes Coal con. ass. 7s, 1900	103½	Feb 18	99½	May 25	101¾	Aug 18	101	102
Do., 5s, 1912	93	Feb 18	90	Jan 5	91	July 20	..	..
Am. Dock & Imp. Co. 5s, 1921	116	Mar 4	110	Apr 26	113⅜	Aug 18	..	..
N. J. Southern int. gtd. 6s, 1899	..	....	..	....	104	No 13, 97	..	..
Cent. Pac. g. 6s, 1898, Speyer certs.	103	Jan 18	103	Jan 18	103	Jan 18	..	..
Do., ext. g. 5s, Series A, B, C, D, 1898	103½	Feb 23	103	Feb 18	103	Feb 24	..	..
Do., ext. g. 5s, Series E, 1898	102	Feb 21	102	Feb 21	102	Feb 21	..	..
Do., Speyer & Co. ctfs. dep. E, 1900	102	Jul 14	101¾	May 5	102	July 14	..	..
Do., San Joaquin Br. g. 6s, 1900	105	Feb 23	102½	Jun 17	102½	June 17	..	..
Do., gtd. g. 5s, 1939	..	....	..	....	84½	Sept., 96	..	..
Do., land grant g. 5s, 1900	100½	Feb 23	100	Feb 23	102	Mar 19	..	..
Do., C. & O. Div. ext. g. 5s, 1918	101	Jan 18	101	Jan 18	101	Jan 18	..	..
Western Pacific g. 6s, 1899	104	Jun 29	101	Mar 17	104	June 29	..	..
North. Ry of Cal. 1st gtd. g. 6s, 1907	..	....	..	....	98	Aug 6, 97	..	..
Do., gtd. g. 5s, 1938	103½	Aug 8	100	Jan 6	103½	Aug 19	..	..
Cent. Wash. Tr. Co. ctfs., 1st g. 6s, 1938	40	Feb 2	40	Feb 2	40	Feb 2	..	..
Ches. & Ohio pur. mon. fund. 6s, 1898	101⅛	Jan 7	101⅛	Jan 7	101⅛	Jan 7	..	..
Do., g. 6s, Series A, 1908	120½	Feb 14	118½	Jun 22	119	July 27	119	122¾
Do., g. 6s, 1911	120½	Aug 2	115½	Apr 20	120½	Aug 2	119	122¾
Do., 1st con. g. 5s, 1939	117	Feb 11	111	May 2	115¾	Aug 15	115½	..
Do., do., registered	114½	Jan 31	113	Jan 3	114	Feb 7	..	..
Do., gen. g. 4½s, 1992	90	Aug 16	73½	Mar 26	89⅞	Aug 19	89⅞	90
Do., R. & A. Div. 1st con. g. 4s, 1989	105½	Jun 30	99	Apr 25	105	Aug 16	..	106
Do., do., 2d con. g. 4s, 1989	94	Jan 12	90¼	Jul 29	90	Aug 1	92	97½
Do., Craig Valley 1st g. 5s, 1940	99½	Feb 7	95	May 24	95½	May 27	..	..
Eliz., Lex. & Big Sandy gtd. g. 5s, 1902	104	Jan 18	97½	Apr 11	103¼	July 28	..	..
Chi. & Alton sink. fd. g. 6s, 1903	113½	Apr 21	112½	Feb 7	113½	Apr 21	..	..
Louisiana & Mo. River 1st 7s, 1900	111	Jan 7	107	Mar 23	108	June 15	105⅝	..
Do., 2d 7s, 1900	107	Jul 20	107	Jul 20	107	July 20	108	108¾
St. L., Jacksonv. & C. 2d gtd. 7s, 1898	..	....	..	....	104¾	Mr 25, 97	..	..
Miss. Riv. Bdge. 1st sk. fd. g. 6s, 1912	..	....	..	....	105½	Oct., 95	..	..
Chi., Bur. & Northern 1st 5s, 1926	110½	Jul 30	105	Mar 25	110½	Aug 11	109	111
Chi., Bur. & Quincy con. 7s, 1903	118	Jun 29	113¼	Apr 20	115¼	Aug 17	115	..
Do., sinking fund 5s, 1901	107	Feb 24	103½	Aug 8	104¼	Aug 11	104⅝	..
Do., debenture 5s, 1913	109¼	Aug 18	104½	May 16	109¼	Aug 18	109½	110½
Do., convertible 5s, 1903	120½	Aug 18	101½	Mar 25	120	Aug 19	119	121
Do., Iowa sink. fund 5s, 1919	109½	Feb 17	109½	Feb 17	109½	Feb 28	..	..
Do., do., do., 4s, 1919	104	Feb 4	98	Apr 4	102	Aug 5	98⅝	101¼
Do., Denver Div. 4s, 1922	101½	Jan 7	97	Apr 1	101	Aug 18	..	..
Do., 4s, 1921	100	Jun 9	99	Jun 15	100	Aug 6	..	107
Do., Chi. & Iowa Div. 5s, 1905	..	....	..	....	107½	Jan., 96	..	..
Do., Nebraska extension 4s, 1927	100¾	Aug 5	95	Mar 25	100¾	Aug 12	..	..
Do., do., registered	97¼	Mar 19	97	May 9	97	May 9	..	..
Hannibal & St. Joseph con. 6s, 1911	123	Jan 29	119	Mar 9	120	June 11	..	..
Chi. & East. Ill. 1st sink. fd. cur. 6s, 1907	116½	Feb 3	114½	Jul 15	114½	July 15	115¼	117⅜
Do., 1st con. g. 6s, 1934	130	Jan 3	122	Apr 19	122	Apr 19	130½	..
Do., gen. con. 1st 5s, 1937	108½	Jun 10	101¼	Jan 11	108	Aug 19	107	108
Do., do., registered	106¼	Jun 7	101	Jan 4	106¼	June 7	..	..
Chi. & Ind. Coal Ry 1st 5s, 1936	109	Feb 11	100¼	Jan 14	103	Aug 19	103	..
Chicago, Indianapolis & Louisville—								
Louisv., New Alb. & Chi. 1st 6s, 1910	115½	Jun 10	112	Feb 25	115½	June 10	..	..
Chi., Ind. & Louisv. refdg. g. 5s, 1947	91	Aug 9	80	Mar 12	91	Aug 9	..	..
Do., refunding g. 6s, 1947	106	Aug 16	90	Mar 29	106	Aug 16	..	..
Chicago, Milwaukee & St. Paul—								
Mil. & St. P. 1st 7s, $ gold, R.D., 1902	147	Aug 6	140	Jan 29	147	Aug 6	150	..
Do., 1st Iowa & D. 7s, 1899	145	Jul 19	137½	Jan 3	145	July 19	150	..
Do., 1st C. & M. 7s, 1903	144	Feb 16	140	Jan 13	141	Apr 6	150	..
Chi., Mil. & St. Paul con. 7s, 1905	154¼	Aug 19	138	Jan 4	154¼	Aug 19	150	..
Do., 1st I. & D. ext. 7s, 1908	148	Aug 6	139¼	Jan 5	148	Aug 6	150	..
Do., 1st Southwest. Div. 6s, 1909	119¾	Jan 19	116	May 13	117	Aug 10	117	..
Do., 1st LaC. & Dav. 5s, 1919	110	Mar 14	110	Mar 14	110	Mar 14	..	..
Do., 1st So. Minn. Div. 6s, 1910	121	Feb 8	114¼	Apr 20	120	Aug 10	117¾	120
Do., 1st H. & D. Div. 7s, 1910	130¼	Jan 13	128	Aug 15	128	Aug 15	..	129
Do., do., 5s, 1910	..	....	..	....	109	Oct 5, 97	..	..
Do., Chi. & Pac. Div. 6s, 1910	121	Jan 28	118	Mar 11	118½	July 19	..	..
Do., 1st C. & Pac. W. g. 5s, 1921	117½	Jun 28	111	Apr 26	117½	Aug 12	..	..
Do., Chi. & Mo. Riv. Div. 5s, 1926	117	Feb 10	110⅝	May 23	114½	Aug 12	..	..
Do., Mineral Point Div. 5s, 1910	110	Jan 17	107	Jan 5	109½	Apr 16	..	..
Do., C. & Lake Sup. Div. g. 5s, 1921	113½	Mar 2	112	Apr 21	112	Apr 21	..	..
Do., Wis. & Min. Div. g. 5s, 1921	115½	Feb 11	111	Apr 29	111½	July 1	113½	..
Do., terminal g. 5s, 1914	115	Feb 7	111	Apr 1	113	July 18	..	..
Do., Far. & So. assu. g. 6s, 1924	127¼	Jan 27	127⅛	Jan 5	127¼	Jan 27	..	..
Do., con. sk. fd. 5s, 1916	..	....	..	....	106½	Jly 9, 97	..	..
Do., Dak. & Great So. g. 5s, 1916	114	Jun 21	109	Apr 7	111	Aug 18	111	114
Do., gen. g. 4s, Series A, 1989	107	Feb 4	102	May 3	106¼	Aug 19	105¼	105¾
Do., do., registered	105½	Feb 19	104¾	Feb 1	105½	Feb 19	..	..
Mil. & North. 1st, main line 6s, 1910	122½	Jan 19	120	Mar 15	120	Mar 18	..	..
Do., 1st con. 6s, 1913	123	Feb 7	117	Apr 30	121	Aug 1	120½	122
Chicago & Northwestern con. 7s, 1915	145	Jan 10	138	May 6	142½	Aug 16	..	..
Do., gold 7s, 1902	116½	Feb 15	113	Apr 27	115	Aug 19	114	115
Do., do., registered	116½	Feb 15	112¼	May 27	114⅝	Aug 8	..	..
Do., sinking fund 6s, 1879-1929	123	Aug 10	113¾	Jun 2	123	Aug 10	111	..
Do., do., registered	115	Jul 13	114	Jun 14	115	July 13	..	..
Do., sinking fund 5s, 1879-1929	111½	Feb 2	106	Apr 2	111	Aug 18	..	..
Do., do., registered	107½	Jul 13	107½	Jul 13	107½	July 13	..	..
Do., sinking fund deb. 5s, 1933	119	Feb 2	114	May 23	116½	June 29	..	..
Do., registered	119	Feb 21	117	Mar 8	117	Mar 8	..	..
Do., debenture 5s, 1909	110½	Feb 9	107½	May 18	109	Aug 18	..	..
Do., do., registered	109½	Mar 19	109½	Mar 19	109½	Mar 19	..	..
Do., debenture 5s, 1921	116	Aug 12	111	May 9	116	Aug 12	..	116
Do., do., registered	117¾	Feb 7	117¾	Feb 7	117¾	Feb 7	..	..
Do., extension 4s, 1886-1926	107	Feb 4	104	Mar 8	106	Aug 10	..	..
Do., registered	103	Jun 10	103	Jun 10	103	June 10	..	..
Do., gen. 3½s, 1987	103½	Aug 19	99	May 16	103½	Aug 19	..	..
Escanaba & Lake Sup. 1st 6s, 1901	107¾	May 26	106	Apr 21	107¾	May 26	..	..
Chicago & Milwaukee 1st 7s, 1898	102½	Apr 12	101½	Jan 3	102½	Apr 12	..	..
Winona & St. Peters 2d 7s, 1907	..	....	..	....	127	Au 17, 96	..	..
Milwaukee & Madison 1st 6s, 1905	117	Jan 12	117	Jan 12	117	Jan 12	..	..
Ottumwa, C. F. & St. P. 1st 5s, 1909	109	Mar 3	109	Mar 3	109	Mar 3	..	..
Northern Illinois 1st 5s, 1910	105	Apr 22	105	Apr 22	105	Apr 22	..	..
Mil., L. S. & West. 1st g. 6s, 1921	137	Jan 6	132½	May 21	135½	Aug 11	135⅝	..
Do., conv. deb. g. 5s, 1907	..	....	..	....	105½	Fe 24, 97	..	..
Do., ext. & imp. sk. fd. g. 5s, 1929	117½	Feb 24	113½	May 26	113½	June 6	114½	..
Do., Michigan Div. 1st g. 6s, 1924	134	Mar 22	133	Mar 22	134	Mar 23	..	..
Do., Ashland Div. 1st g. 6s, 1925	135	Feb 26	133	May 19	133	May 19	..	..
Do., incomes, 1911	113	Apr 21	112	Apr 26	112	Apr 26	..	..
Chicago, Rock I. & Pacific 6s, 1917	132	Apr 21	129⅞	Jul 28	131	Aug 16	129½	..
Do., do., registered	131½	Jan 29	128	Apr 2	130	Aug 12	130	133
Do., debenture 5s, 1921	107¾	Feb 2	104¾	Mar 25	107	July 22	107¼	..
Do., gen. g. 4s, 1988	105½	Aug 11	102¾	May 7	105	Aug 19	104⅞	105
Do., do., registered	105½	Aug 13	103¼	May 11	105⅛	Aug 13	..	..
Des Moines & Ft. Dodge 1st 4s, 1905	94	Aug 2	85	Jan 15	94	Aug 17	..	..
Do., 1st 2½s, 1905	70½	Feb 11	65¼	Jan 10	70	Feb 28	..	..
Do., extension 4s, 1905	..	....	..	....	[illegible]	Mr 15, 97	..	..
Keokuk & Des Moines 1st 5s, 1923	[illegible]	Feb 17	105	Apr 21	107	July 11	..	..
Do., do., small	..	....	..	....	100	Ap 15, 97	..	..
Chi., St. P., Min. & Om. con. 6s, 1930	[illegible]	Jan 24	[illegible]	Apr 28	[illegible]	Aug 16	..	[illegible]
Chi., St. P. & M. 1st g. 6s, 1918	135	Aug 12	128	May 12	135	Aug 12	..	..
St. P. & Sioux City 1st g. 6s, 1919	132½	Jan 28	126	Apr 18	132	Aug 15	..	..
Chi. & Wn. Ind. 1st sk. fd. g. 6s, 1919	..	....	..	....	108	Jly 22, 97	..	..
Do., gen. g. 6s, 1932	122½	Feb 17	117½	Apr 1	120	Aug 9	119½	..
Chicago Term. & Trans. 4s, 1947	89½	Aug 17	79½	Mar 26	88½	Aug 19	..	..
Chi. & West. Mich. Ry 5s, 1921	..	....	..	....	93½	Nov., 96	..	..
Cin., Ham. & Dayton con. sk. fd. 7s, 1905	..	....	..	....	119	Oct 26, 97	..	..
Do., 2d g. 4½s, 1937	..	....	..	....	103½	Mr 18, 97	..	..
Cin., Day. & Ironton 1st gtd. g. 5s, 1941	111½	Feb 11	107½	May 10	110	Aug 1	..	..
City & Sub. Ry Balt. 1st g. 5s, 1922	..	....	..	....	105¾	Apr., 95	..	..
Clev. & Can. Tr. Co. cts. for 1st 5s, 1917	73½	Feb 4	69¼	May 8	70	Aug 19	..	..
Clev., Cin., Chi. & St. L. gen. g. 4s, 1993	82	May 13	82	May 13	82	June 29	82	..
Do., Cairo Div. 1st g. 4s, 1939	90¾	Aug 11	88	Jun 8	90¼	Aug 13	..	..
St. Louis Div. 1st col. trust g. 4s, 1990	99	Aug 18	90¼	May 9	98½	Aug 19	97⅞	[illegible]
Do., do., registered	93	Mar 15	90	Mar 24	90	Mar 24	..	..
Spring & Col. Div. 1st g. 4s, 1940	..	....	..	....	87	Oct., 95	..	..
White W. Val. Div. 1st g. 4s, 1940	88½	Jan 13	80	Jun 13	80	June 13	..	..
Cin., Wab. & Mich. Div. 1st g. 4s, 1991	90	Mar 9	89	Feb 28	90	Aug 8	..	91½
Cin., Ind., St. L. & C. 1st g. 4s, 1936	102	Feb 11	98¾	May 17	99½	May 26	101	..
Do., con. 6s, 1920	..	....	..	....	100	Nov., 94	..	..
Cin., San. & Clev. con. 1st g. 5s, 1928	..	....	..	....	114	Oct 7, 97	..	..
Ind., Bloom. & West. 1st pf. 7s, 1900	..	....	..	....	107¼	Fe 19, 97	..	..
Peoria & Eastern 1st con. 4s, 1940	80	Aug 18	70	Mar 14	79	Aug 19	79	80
Do., income 4s, 1990	20	Aug 19	14	May 7	20	Aug 19	18	22
C., C., C. & Ind. 1st sk. fd. 7s, 1899	105½	Mar 5	102	May 9	103½	July 28	..	..
Do., con. 7s, 1914	137	Jan 17	131¼	Jun 4	135½	July 26	..	..
Do., gen. con. g. 6s, 1934	127¾	May 11	127¾	May 11	127¾	May 11	..	..
Cin. & Spfd. 1st M.C.C.C. & I. 7s, 1901	..	....	..	....	107½	Oct 16, 97	..	..
Clev., Lor. & Wheel. 1st con. g. 5s, 1933	108	May 10	100	Mar 18	108	May 10	..	..
Clev. & Mahoning Val. g. 5s, 1938	..	....	..	....	120¼	July, 96	..	..
Colorado Midland Ry 1st 2-3-4s, 1947	65	Aug 8	56	May 26	65	Aug 8	56	55
Col., Hock. Val. & Tol. con. g. 5s, 1931	..	....	..	....	68½	My 15, 97	..	..
Do., J.P.M. & Co. eng. cts., $65 paid	82	Aug 17	70½	Apr 21	82	Aug 19	81½	82
Do., gen. g. 6s, 1904	61	Feb 14	54	Jan 11	61	Feb 14	60	65
Con. & Passumpsic Riv. 1st g. 4s, 1943	..	....	..	....	102	Dec., 95	..	..
Del., Lack. & West. 7s, 1907	128	Jan 15	122	Apr 4	122	Apr 4	..	..
Syra., Bing. & N. Y. 7s, 1906	126	Jul 22	125¼	Jan 8	126	July 23	126	..
Morris & Essex 1st 7s, 1914	144	Jan 4	137¼	May 21	140	July 18	..	..
Do., 7s, 1900	..	....	..	....	109	No 23, 97	..	107
Do., 7s, 1871-1901	113½	Feb 28	107	Apr 21	110½	June 30	112	..
Do., 1st con. gtd. 7s, 1915	142½	May 26	136	Apr 18	139	June 30	..	..
Do., registered	..	....	..	....	138	July, 92	..	..
N. Y., Lack. & West. 1st 6s, 1921	138⅝	Jan 20	136⅝	July 8	136⅝	July 8	..	..
Do., construction 5s, 1923	..	....	..	....	118½	No 17, 97	114	118
Warren 2d 7s, 1900	108	Aug 1	108	Aug 1	108	Aug 1	..	..
Del. & Hud., 1st Penn. Div. 7s, 1917	145	Aug 11	143	May 7	145	Aug 11	..	..
Do., do., registered	..	....	..	....	143	May 4, 97	..	..
Alb. & Sus. 1st con. gtd. 7s, 1906	125½	Jan 25	120½	May 6	123	Aug 10	..	..
Do., g. 6s, 1906	118½	Jan 27	110	Apr 21	115	June 21	115¾	..
Do., do., registered	..	....	..	....	116½	Mr 22, 97	..	..
Ren. & Saratoga 1st 7s, 1921	..	....	..	....	148¾	Au 18, 97	145	..
Do., do., registered	145	Feb 18	141	May 6	141	May 6	141	..
Den. & Rio Gr. 1st con. g. 4s, 1936	98½	Aug 17	89	Apr 8	98⅜	Aug 19	98	98⅜
Do., 1st g. 7s, 1900	111½	Aug 9	108	Apr 5	111	Aug 10	111¼	..
Do., improvement g. 5s, 1928	94¾	Aug 15	85½	Jan 3	94¾	Aug 17	94	95
Des Moines Union 1st g. 5s, 1917	100	Mar 30	97	Jan 6	99¾	June 6	102	..
Det., Mack. & Mar. ld. gt. 3½s, Ser. A, 1911	19	Aug 8	16¼	Jun 8	18¼	Aug 13	..	..
Duluth & Iron Range 1st 5s, 1937	107¾	Mar 9	104	Jan 8	105½	Aug 15	..	106½
Duluth, Red Wing & So. 1st 5s, 1928	92¼	Feb 11	92¼	Feb 11	92¼	Feb 11	..	..
Duluth, So. Shore & Atlantic g. 5s, 1937	107	Mar 8	101	May 2	107	June 8	..	..
Erie 1st ext. g. 4s, 1947	116	Feb 2	112½	Jan 4	113	July 26	113	..
Do., 2d ext. g. 5s, 1919	119½	Aug 2	116½	May 20	119½	Aug 2	..	..
Do., 3d ext. g. 4½s, 1923	111½	Jun 3	108	Apr 11	111½	June 27	112	120
Do., 4th ext. g. 5s, 1920	118	Jun 7	113	May 23	117	June 28	..	..
Do., 5th ext. g. 4s, 1928	105	May 23	104½	Feb 21	104½	June 3	100	..
Do., 1st con. g. 7s, 1920	147¾	Feb 11	138	May 6	145	Aug 17	..	..
Do., 1st con. g. fund. 7s, 1920	143	Jan 13	140	May 27	141	June 25	..	..
Long Dock con. g. 6s, 1935	139	Feb 25	133½	Apr 12	137	July 7	..	..
Buffalo, N. Y. & Erie 1st 7s, 1916	133	Jun 6	133	Jun 6	133	June 6	..	..
Jefferson R.R. 1st gtd. g. 5s, 1909	106	Feb 11	106	Feb 11	106	Feb 11	..	..
Chicago & Erie 1st g. 5s, 1982	113⅛	Aug 9	108	May 2	113	Aug 10	112¾	..
N.Y., L.E. & W. 1st cur. 6s, 1913	..	....	..	....	102	Aug., 96	100	..
N.Y. & Greenw'd Lake gtd. g. 5s, 1946	..	....	..	....	105½	Oct 2, 97	107	..
Erie R.R. 1st con. g. 4s, prior bds., 1996	94½	Aug 12	84¾	Apr 26	94½	Aug 19	94	94¼
Do., 1st con. gen. lien g. 4s, 1996	76	Aug 8	66	Apr 28	74⅜	Aug 19	74⅝	75
N. Y., Sus. & W. 1st refdg. 5s, 1937	108⅜	Feb 11	99	Apr 27	105	July 25	105	..
Do., 2d g. 4½s, 1937	92	Jul 14	84¾	Jan 6	92	July 15	..	..
Do., gen. g. 5s, 1940	98	Feb 7	83	Apr 23	89½	Aug 16	..	..
Do., terminal 1st g. 5s, 1943	111½	Jan 28	109⅞	Jul 25	109⅞	July 25	..	..
Wilk. & East. 1st gtd. g. 5s, 1942	101⅞	Feb 8	93¼	Jan 3	100	Aug 18	98	..
Midland R. of N. J. 1st g. 6s, 1910	121	Jan 4	116	Apr 18	120¾	Aug 6	..	114
Eureka Springs 1st g. 6s, 1933	..	....	..	....	65	No 10, 97	60	70
Evansville & T. H. 1st con. g. 6s, 1921	118	Jun 24	112	May 20	114	July 20	114	..
Do., 1st gen. g. 5s, 1942	86½	May 31	82	Apr 13	85	Aug 16	85	..
Do., Mt. Vernon 1st g. 6s, 1923	..	....	..	....	110	May, 93	..	..
Do., Sul. Co. Brch. 1st g. 5s, 1930	..	....	..	....	110	Sept., 91	..	..
Evans. & Ind. 1st con. gtd. g. 6s, 1926	88	Aug 15	77½	Feb 16	80	Aug 16	80	..
Flint & Pere Marq. g. 6s, 1920	117¼	Aug 5	110	May 2	117	Aug 9	115	..
Do., 1st con. g. 5s, 1939	95	Feb 3	85	Apr 29	94	Aug 5	..	..
Do., Pt. Huron d. 1st g. 5s, 1939	95¾	Aug 19	83	Jan 5	95¾	Aug 19	95	95⅝
Fla. Cent. & Peninsular 1st g. 5s, 1918	..	....	..	....	103	Au 14, 97	..	..
Do., con. g. 5s, 1943	..	....	..	....	80½	May, 96	..	..
Fort St. Un. Depot Co. 1st g. 4½s, 1941	105	Mar 11	105	Mar 11	105	Mar 11	..	..
Ft. Worth & Den. City 1st g. 4-6s, 1921	79¾	Aug 16	65	Mar 17	78½	Aug 19	78	79
Ft. Worth & Rio Gr. 1st g. 3-4s, 1928	64	Aug 8	54½	Jan 5	62¾	Aug 19	..	63½
Gal., H. & H. 1st 5s, 1913	95¼	Aug 19	88¾	Jan 26	95¼	Aug 19	95	96
Georgia & Ala. Ry 1st pf. g. 5s, 1945	88	Jul 18	88	Jul 18	88	July 18	..	..
Ga., Car. & North. 1st gtd. g. 5s, 1929	92	Jul 8	92	Jul 8	92	July 8	..	..
Green Bay & West. deb. certs., A	49	Jan 27	40¼	Jun 23	44	Aug 10	..	..
Greeen Bay & West. deb. certs., B	6½	Jan 26	3½	Jul 9	5	Aug 18	..	..
Houston, E. & W. Texas 1st g. 5s, 1933	94⅛	Aug 19	88	Jun 9	94⅛	Aug 19	93½	94½
Illinois Central 1st g. 4s, 1951	115	Mar 10	109½	Aug 8	109½	Aug 8	110½	..
Do., do., registered	109½	Jul 28	108½	Jun 2	109½	July 28	109½	..
Do., 1st g. 3½s, 1951	105	Mar 16	105	Mar 16	105	Mar 16	..	..
Do., registered	102⅛	Apr 15	101	Apr 24	102½	Apr 15	..	..
Do., g. 4s, 1952	104	Jul 8	100	May 6	104	July 8	..	..
Do., do., registered	103	Jan 25	103	Jan 25	103	Apr 15	..	..
Do., g. 4s, 1953	102¼	Feb 2	97½	Apr 29	102	Aug 19	..	..
Do., col. tr. g. 4s, L., N.O. & T, 1953	..	....	..	....	..	....	101½	102
Do., 2-10s, g. 4s, 1904	..	....	..	....	100½	Jan 4, 97	..	..
Do., Western Line 1st g. 4s, 1951	105	Jan 28	101	May 20	103¼	Aug 8	103	104⅝
Do., Louisville Div. g. 3½s, 1953	94½	Jul 12	92⅝	Jul 12	94⅝	Aug 6	..	..
Do., Cairo Bridge g. 4s, 1950	..	....	..	....	102½	Sept., 96	..	..
Do., Middle Div. registered 5s, 1921	..	....	..	....	116½	Aug., 95	..	..
Do., St. Louis Div. g. 3s, 1951	..	....	..	....	..	....	79	82
Do., St. Louis Div. 3½s, 1951	94⅝	Aug 13	92⅞	Jul 29	94⅝	Aug 13	92⅝	..
Chi., St. L. & New Orl. g. 5s, 1951	123¼	Feb 15	115½	Apr 23	123	Aug 13	..	..
Do., registered	..	....	..	....	118¼	Apr 1, 97	..	..
Do., Memphis Div. 1st g. 4s, 1951	103½	Jan 24	103½	Jan 24	103½	Jan 24	..	..
St. L., A. & T.H. 1st & ter. g. 5s, 1914	..	....	..	....	105	De 28, 97	..	..
Belleville & Carodt. 1st 6s, 1923	..	....	..	....	115	Ja 22, 96	116	..
St. Louis South. 1st gtd. g. 4s, 1931	..	....	..	....	90	No 12, 97	94	..
Ind., Dec. & Wn. 1st g. 5s, 1935	104	Jan 10	97	May 2	101½	Aug 10	101½	103
Ind., Illinois & Iowa 1st g. 4s, 1939	88	Jan 4	86	Jan 22	86	Jan 22	..	..
Do., 1st ext. g. 5s, 1943	..	....	..	....	94¼	Nov., 95	..	..
Int. & Gt. North. 1st g. 6s, 1919	123¼	Jan 13	116	May 6	120½	Aug 19	119½	124
Do., 2d g. 5s, 1909	92	Aug 16	78	Mar 23	91	Aug 17	91	92
Do., 3d g. 4s, 1921	60	Feb 7	44	Jan 14	58½	Aug 12	57	59
Iowa Central 1st g. 5s, 1938	105	Aug 16	97	Mar 26	105	Aug 18	104	106
K. C., P. & Gulf 1st & col. g. 5s, 1923	81¾	Feb 14	65	Apr 26	77¼	Aug 19	76	76½
Kings Co. El., Ser. A, 1st g. 5s, 1925	59	Jul 8	40	Apr 28	57⅛	Aug 16	..	60
Fulton El. 1st gtd. g. 5s, Ser. A, 1929	49	Jul 9	35	Mar 11	49	July 9	..	..
Lake Erie & West. 1st g. 5s, 1937	117¼	Feb 9	115	May 10	117	Aug 19	..	..
Do., 2d g. 5s, 1941	104⅛	Jun 10	95	Apr 29	103	Aug 19	..	102½
Northern Ohio 1st gtd. g. 5s, 1945	102	Jun 4	100½	Jan 6	101	Aug 18	..	103½
Lake Shore & Michigan Southern—								
Detroit, Mon. & Tol. 1st 7s, 1906	121	Apr 28	121	Apr 28	121	Apr 28	..	..
Lake Shore Div. 7s, 1899	106½	Feb 11	104¾	Aug 12	104¾	Aug 13	104¾	..
Do., con. 1st 7s, 1900	110	Mar 9	105½	Aug 3	105⅝	Aug 17	105⅝	..
Do., do., registered	109⅝	Feb 9	105¼	Jun 30	105½	July 19	105⅝	..
Do., con. 2d 7s, 1903	120½	Feb 23	115¾	Jun 16	116	Aug 12	115½	..
Do., do., registered	119¼	Mar 1	115¾	Jun 16	115¾	June 16	115½	..
Do., g. 3½s, 1997	106⅜	Jan 18	102	Apr 7	106	Aug 19	..	..
Do., do., registered	106	Feb 21	103	Mar 29	105¾	Aug 16	..	..
Cin. & Sp. 1st gtd., L. S. & M. 7s, 1901	..	....	..	....	108¼	Dec 1, 97	..	..
Mahoning Coal R.R. 1st 5s, 1934	..	....	..	....	125	Dec 9, 97	..	..
Lehigh Valley (Penn.) col. g. 5s, 1997	104	Aug 8	104	Aug 8	104	Aug 8	..	..
Leh. Val. N. Y. 1st gtd. g. 4½s, 1940	104¾	Feb 17	99	Apr 29	102	Aug 12	..	..
Leh. Val. Ter. Ry 1st gtd. g. 5s, 1941	112½	Feb 16	107	Apr 20	111	Aug 11	..	..
Do., do., registered	..	....	..	....	110	No 26, 97	..	..
Leh. Val. Coal Co. 1st gtd. g. 5s, 1933	92½	Mar 22	92½	Mar 22	92½	Mar 22	..	..
Leh. & N. Y. 1st gtd. g. 4s, 1945	92	Feb 18	91	Aug 10	91	Aug 10	91	..
El., Cor. & Nor. g. 1st pf. 6s, 1914	..	....	..	....	99½	Feb., 93	..	..
Do., g. gtd. 5s, 1914	..	....	..	....	101	Sep 16, 97	..	..
Litch., Car. & W. 1st g. 6s, 1916	..	....	..	....	95	Feb., 93	..	..
L., R. & M. Tr. Co. cts. for 1st g. 5s, 1937	..	....	..	....	25	Apr., 96	..	..
Long Island 1st con. g. 5s, 1931	120	Feb 2	117	May 13	119½	June 28	..	..
Do., gen. g. 4s, 1938	90	Jun 11	85¼	Jan 12	90	June 23	..	100
Do., ferry g. 4½s, 1922	90	Jan 31	86¾	Apr 1	86¾	Apr 6	..	..
N. Y. & Rockaway B. 1st g. 5s, 1927	..	....	..	....	100	My 25, 97	..	..
Do., 2d income, 1927	..	....	..	....	40	Mar., 96	..	..
N. Y., B. & Man. B. 1st con. g. 5s, 1935	..	....	..	....	107½	De 15, 97	..	..
L. I., N. Sh. 1st con. gtd. g. 5s, 1932	..	....	..	....	103½	June, 95	..	..
L., E. & St. L. 1st con. g. 5s, 1939, t. r.	40	Aug 8	32	Jan 6	40	Aug 10	..	..
Do., gen. g. 4s, 1943	..	....	..	....	9½	Au 21, 97	..	..
Louisv. & Nashv., Cecilian Br. 7s, 1907	..	....	..	....	106	No 11, 97	106	..
Do., N. O. & Mobile 1st g. 6s, 1930	124½	May 31	120⅝	Jan 6	122¾	Aug 12	121	..
Do., do., 2d g. 6s, 1930	108	Aug 2	106	Jul 19	108	Aug 2	106	..
Do., E. H. & Nashville 1st g. 6s, 1919	117	Feb 9	113	Mar 29	115	Aug 19	114	116
Do., gen. g. 6s, 1930	120½	May 27	116½	Apr 21	119	Aug 17	118	120

	Range for Year 1898. Highest.		Lowest.		Last Sale.		Bid.	As'd.
Do., Pensacola Div. g. 6s, 1920	..	....	..	....	103½	Sep 24,97	108	..
Do., St. Louis Div. 1st g. 6s, 1921	..	....	..	....	121	Jul 12,97	..	..
Do., do., 2d g. 3s, 1980	..	....	..	....	67	May, 95	..	..
Do., Nashville & Dec. 1st 7s, 1900	105	Jul 1	105	Jul 1	105	July 20	..	..
Do., sk. fd. (S. & N. Ala.) g. 6s,1910	..	....	..	....	94¼	Jan., 92	..	..
Do., gold 5s, 1937	104½	Feb 8	100½	May 6	104	July 15	..	..
Do., unified g. 4s, 1940	91½	Feb 11	83	Apr 25	91	Aug 18	90	91¼
Do., Pens. & Atl. 1st gtd. g. 6s,1921	109	Jan 8	99	Apr 21	103½	Aug 2	103	..
Do., collateral trust g. 5s, 1931	108⅝	Feb 24	101½	Apr 6	104¼	Aug 2	..	..
Do., Mob. & Mont. 1st g. 4½s, 1945	109½	Jul 18	108	May 5	109½	July 18	..	..
N., F. & S. 1st gtd. g. 5s, 1937	98	Jul 26	87½	Apr 5	98	July 26	..	..
South & North A. con. gtd. g. 5s,1936	101	Jun 2	94	Feb 5	100½	Aug 16	..	..
Kentucky Central g. 4s, 1978	91	Feb 14	85	Apr 12	91	Aug 11	92¼	..
Louis. Railway Co. 1st con. g. 5s,1930	109	Mar 19	103	Mar 9	109	Mar 19	112	..
L. & N. L., C. & Lex. g. 4½s, 1931	103	Jan 18	103	Jan 18	103	Jan 18	..	..
Manhattan R'Way con. g.4s, 1990	98½	Jan 13	90	Apr 23	95⅝	Aug 19	95¾	96⅛
Met. Elevated 1st g. 6s, 1908	119½	Feb 8	114⅛	Apr 6	116⅛	Aug 18	116	..
Do., 2d 6s, 1899	105	Jan 26	101	May 5	108½	Aug 16	103	104
Metro. St. Ry gen. cl. tr. g. 5s, 1997	116¼	Jan 14	108½	Apr 28	114	Aug 17	..	..
B'way & 7th Av. 1st con. g. 5s, 1943	122½	Jan 14	114½	Apr 25	120¾	Aug 19	..	..
Col. & 9th Av. 1st gtd. g. 5s, 1993	123¼	Jan 14	116	Apr 21	121½	Aug 4	..	..
Lex. Av. & Pav. F. 1st gtd. g. 5s,1993	123¼	Jan 12	117	Mar 12	120	July 1	120	..
Mexican Central con g. 4s, 1911	66	Feb 10	63	Apr 25	63	Apr 25	..	..
Do., 1st con. income g. 3s, 1939	..	....	..	....	39	Apr., 90	..	..
Do., 2d con. income g. 3s, 1939	..	....	..	....	11⅛	Sep 16,96	..	..
Mexican Inter. 1st con. g. 4s, 1977	77¾	Aug 11	70⅝	Feb 10	77½	Aug 17	..	..
Mexican National 1st g. 6s, 1927	..	....	..	....	90	Mar., 96	..	..
Do., 2d income g. 6s, A, 1927	..	....	..	....	42⅝	No 12,96	..	..
Do., 2d income g. 6s, B, 1927	..	....	..	....	13	Jul 9, 97	..	..
Mexican Northern 1st g. 6s, 1910	..	....	..	....	100	Ja 30, 97	..	..
Michigan Central 1st con. 7s, 1902	123	Jan 28	110	May 16	115	Aug 19	112	..
Do., 1st con. 5s, 1902	106⅝	Feb 1	102½	May 25	105¼	Aug 16	..	..
Do., 6s, 1909	122	Feb 25	122	Feb 25	122	Feb 25	..	..
Do., 5s, 1931	127	Jan 10	121	Apr 26	121¼	June 21	..	..
Do., do., registered	125½	Jan 20	125½	Jan 20	125½	Jan 20	..	..
Do., 4s, 1940	106	Feb 25	106	Feb 25	106	Feb 25	..	..
Minneapolis & St. Louis 1st g. 7s, 1927	..	....	..	....	143	Jul 22,97	140	..
Do., 1st con. g. 5s, 1934	108¼	Feb 1	100½	Apr 26	108	Aug 17	..	..
Do., Iowa ext. 1st g. 7s, 1909	..	....	..	....	127	No 22, 97	..	..
Do., Southwest. ext. 1st g. 7s, 1910	..	....	..	....	129	May, 96	..	..
Do., Pacific ext. 1st g. 6s, 1921	..	....	..	....	121¼	Au 31,97	..	130
Mo., K. & T. 1st g. 4s, 1990	92½	Aug 11	82¾	Apr 25	91½	Aug 19	..	91¾
Do., 2d g. 4s, 1990	67½	Jan 27	57	Mar 25	65⅝	Aug 19	65⅝	66
Do., 1st ext. g. 5s, 1944	88	Aug 9	83¾	Jan 28	88	Aug 9	..	90
Mo. K. & T. of T. 1st gtd. g. 5s,1942	88	Aug 19	80	Mar 12	87½	Aug 19	87	..
Kansas City & Pac. 1st g. 4s, 1990	76	Aug 11	71	Jan 4	75	Aug 19	74½	78
Dallas & Waco 1st gtd. g. 5s, 1940	84¼	Feb 18	75	Apr 25	84	Aug 16	..	..
Mo., Kan. & East. 1st gtd. g. 5s, 1942	100½	Aug 12	93½	Apr 1	100½	Aug 16	101½	..
Missouri Pacific 1st con. g. 6s, 1920	106¾	Aug 15	93	Mar 26	106¾	Aug 19	106½	106¾
Do., 3d 7s, 1906	112	Jul 13	103½	Apr 26	111	Aug 8	110	112
Do., trust g. 5s, 1917	87½	Aug 15	65½	Jan 19	87	Aug 17	..	..
Do., 1st col g. 5s, 1920	80	Aug 16	60	Apr 28	80	Aug 18	..	..
Pacific R. of Mo. 1st ext. g. 4s, 1938	106	Jan 31	100	May 3	103¾	Aug 5	..	..
Do., 2d ext. g. 5s, 1938	109	Jun 30	106¼	Jul 7	106¼	July 7	..	..
St. L. & I. Mt. 1st ext. 4½s, 1947	110½	Jan 7	107½	Feb 7	108	May 28	..	..
Do., 2d ext. g. 5s, 1946	107½	Jul 27	102½	May 5	107½	July 28	..	..
Do., Arkans. Br. ext. g. 5s, 1935	108	Feb 8	102	Mar 26	105¼	July 25	..	..
Do. gen. con. ry. & ld; grt.g.5s,1931	100½	Jul 22	86	Apr 6	100	Aug 19	99½	100¼
Do. gen. con. stpd. gtd. g. 5s, 1931	100	Aug 10	86	Feb 26	100	Aug 10	..	..
Mobile & Ohio new g. 6s, 1927	123	Feb 7	118½	May 24	121¼	July 29	121	..
Do., 1st extension g. 6s, 1927	..	....	..	....	119	Dec 6, 97	..	..
Do., gen. g. 4s, 1938	81	Aug 8	70	Apr 26	80¾	Aug 17	..	..
Montgomery Div. 1st g. 5s, 1947	102	Aug 19	97½	May 27	102	Aug 19	..	..
St. Louis & Cairo gtd. g. 4s, 1931	..	....	..	....	84	April, 96	..	..
Nash., Chat. & St. L. 1st 7s, 1913	131½	May 23	128	Apr 4	131	Aug 19	..	..
Do., 2d 6s, 1901	..	....	..	....	105⅝	De 17, 97	..	106
Do., 1st con. g. 5s, 1928	105	Feb 10	100	Apr 8	103½	Aug 18	..	..
Do., 1st 6s, McM., M. W. & Al.,1917	..	....	..	....	108	Mar., 96	..	..
No. O. & N. East. pr. lien 6s, 1915	..	....	..	....	108½	Aug., 94	..	..
N. Y. Cent. & H. R. 1st 7s, 1903	119¾	Jun 23	113¼	Apr 21	116	Aug 18	116	..
Do., do., registered	118	May 31	113½	Apr 20	115½	June 29	115½	..
Do., debenture 5s of 1884-1904	112	Feb 23	106	Apr 21	111	Aug 17	110½	..
Do., do., registered	111¾	Feb 8	106	Apr 1	110¾	July 15	108	..
Do., reg. debenture 5s of 1889-1904	108¾	Feb 19	108½	Feb 21	108½	Feb 21	108	..
Do., debenture g. 4s, 1890-1905	105	Feb 9	102	Apr 9	105	Aug 11	104½	..
Do., do., registered	104¾	Feb 5	104¾	Feb 5	104¾	Feb 5	104½	..
Do., deb. certs., ext. g. 4s, 1905	105⅛	May 31	100½	May 6	104¾	July 8	104¾	..
Do., registered	105	Feb 7	104	Mar 26	104⅝	June 30	104½	..
Do., gold 3½s, 1997	107	Jun 28	105¼	Jul 22	106½	Aug 19	106½	..
Do., do., registered	104⅞	Jul 6	104⅞	Jul 6	104⅞	July 6	..	..
Michigan Cent. col. trust g. 3½s, 1998	95	Jul 30	91¼	Jun 23	94⅝	Aug 19	..	95
Lake Shore col. g. 3½s, 1998	96½	Jul 29	94	Jun 23	95¾	Aug 19	95½	..
Do., registered	95	Jul 1	94	Aug 8	94	Aug 19	..	..
West Shore 1st 4s, gtd., 2361	110½	Feb 17	102¾	Apr 25	109¾	Aug 18	..	..
Do., registered	110	Feb 7	101½	Apr 26	108¾	Aug 17	..	..
Beech Creek 1st gtd. g. 4s, 1936	..	....	..	....	108½	No 16, 97	109½	..
Do., registered	106	Jun 17	106	Jun 17	106	June 17	..	..
Clearf. Bit. Coal gtd. g.4s,Ser.A,1940	95	Jul 27	95	Jul 27	95	July 28	..	..
Do., do., registered	..	....	..	....	104	Jul 24,97	..	..
Harlem 1st 7s, 1900	109½	Feb 3	107½	May 25	107½	June 13	107¼	..
Do., do., registered	109⅛	Jan 27	107⅛	Jun 3	107½	Aug 13	107	..
N. Jersey Junc. R. gtd. 1st 4s, 1986	..	....	..	....	103	May 7,97	..	..
Rome, W. & O. con. 1st ext. 5s, 1922	124½	Aug 12	119½	May 12	124½	Aug 12	124¾	..
Do., Ter. R. 1st gtd. 5s, 1918	..	....	..	....	109	Jan., 97	..	..
Oswego & Rome 2d gtd. g. 5s, 1915	..	....	..	....	110	Oct., 94	..	..
Utica & B. Riv. gtd. g. 4s, 1922	107	Aug 13	107	Aug 13	107	Aug 18	106¼	..
Mohawk & Malone 1st gtd. g. 4s, 1991	..	....	..	....	100	Mar., 96	..	..
New York & Northern 1st g. 5s, 1927	126	Feb 14	123	Jun 23	123	June 23	124	127
N. Y., Chi. & St. Louis 1st g. 4s, 1937	107½	Jan 12	100	Apr 21	107	Aug 19	107	..
Do., do., registered	..	....	..	....	103	No 4, 97	107	..
N.Y., N.H. & H. 1st registered 4s, 1903	..	....	..	....	104½	Oct 7, 97	..	..
Do., con. deb. certs., $1,000	160	Aug 18	145	Jan 6	160	Aug 18	160	165
Do., do., small certs., $100	153	Jun 9	145	Jan 6	153	June 9	..	..
Housatonic con. g. 5s, 1937	..	....	..	....	123	Jun 16,97	..	..
New Haven & Derby con. 5s, 1918	..	....	..	....	125½	Feb 6, 97	..	..
N. Y. & New England 1st 7s, 1905	120⅛	Aug 19	119	Feb 11	120⅛	Aug 19	..	121
Do., 1st 6s, 1905	114	Aug 18	113½	Jul 19	114	Aug 18	..	..
N. Y., Ont. & Wn. con. 1st g. 5s, 1939	109	May 31	106	Mar 7	107	Aug 19	106¾	107⅛
Do., refunding 1st g. 4s, 1992	102¼	Feb 11	96	Mar 16	101½	Aug 17	101½	..
Nor. Pac. 1st g. 6s, 1921	119½	Feb 9	112	Mar 25	114	Aug 13	113½	..
Do., do., registered	119	Feb 11	112	Mar 28	116	June 4	113½	114½
St. Paul & Nor. Pac. gen. g. 6s, 1923	129½	Aug 18	124	Jun 8	129	Aug 19	..	..
Do., do., registered certificates	127	Jun 27	124½	Jun 15	127	July 12	..	..
Nor. Pac. Ry pr. lien 4s, 1997	101	Aug 17	90⅛	Apr 21	101	Aug 19	100¾	101⅛
Do., registered	100¾	Aug 19	93	Apr 6	100¾	Aug 19	..	..
Do., gen. lien g. 3s, 2047	66	Aug 17	57	Apr 21	66	Aug 19	65½	66
Nor. Pac. Terminal Co. 1st g. 6s,1933	113½	Jun 16	104	Jan 5	112	July 20	..	..
Norfolk & Southern 1st g. 5s, 1941	105	Mar 5	102	Jun 27	102	June 27	102	..
Norfolk & West. RR. gen. g. 6s, 1931	125½	Jan 17	120	Mar 15	122	Aug 8	..	..
Do., New River 1st g. 6s, 1932	124	Aug 3	118	Mar 17	124	Aug 9	122	125
Do., improve. and ext. g. 6s, 1934	119¾	Jan 20	117	Feb 9	117	Feb 10	..	..
Col., Con. & Ter. 1st gtd. g. 5s, 1922	..	....	..	....	101	Fe 23, 97	..	..
Scioto V. & N. E. 1st gtd. g. 5s, 1989	91½	Aug 18	82	Apr 14	91½	Aug 18	..	..
Nor. & West. Ry 1st con. g. 4s, 1996	87½	Aug 8	74¾	Apr 21	87	Aug 19	..	..
Ogden. & L. Cham. 1st con. 6s, 1920	..	....	..	....	94	April, 96	90	95
Do., do., small	..	....	..	....	82	Feb., 87	..	..
Ohio River Railroad 1st g. 5s, 1936	102¼	Jan 26	102	Jan 12	102¼	Jan 26	..	..
Do., gen. g. 5s, 1937	..	....	..	....	85	De 16, 97	..	..
Ohio Southern 1st g. 6s, 1921	85½	Aug 9	80	Jan 13	85½	Aug 9	88	..
Do., gen. g. 4s, 1921	15	Jan 20	8	Aug 18	8	Aug 18	..	..
Do., do., eng. Trust Co. certs	14¾	Jan 20	10	Mar 31	10	June 9	..	..
Omaha & St. Louis 1st g. 4s, 1901	82	Jan 3	75	Aug 11	80	Aug 19	78	79
Oreg. Imp. Co. 1st g. 6s, 1910	..	....	..	....	106	Sep 21,97	..	..
Do., en. Trust Co. certs. of deposit	114	Jun 9	100¼	Apr 25	114	June 22	..	..
Do., cons. 5s, tr. r., all in. paid	62½	Feb 15	49¾	Apr 28	61½	June 27	..	..
Ore. R. & N. 1st sk. fd. g. 6s, 1909	116	Jun 15	111	Apr 20	112	Aug 15	114	..
Ore. RR. & N. Co. con. g. 4s, 1946	100⅞	Aug 19	89	Apr 26	100¾	Aug 19	100½	101
Oregon Short Line 1st g 6s, 1922	128	Jul 25	118	Apr 16	128	Aug 19	128	..
Utah & Northern 1st 7s, 1908	121	Jun 14	121	Jun 14	121	Jun 18	..	..
Do., g. 5s, 1926	..	....	..	....	102	My 24,97	..	..
Ore. Short Line 1st con. g. 5s, 1946	108	Aug 11	96	Apr 27	107½	Aug 19	108	..
Do., non-cum. inc. A 5s, 1946	81½	Aug 3	58	Jan 5	81½	Aug 19	81	81¼
Do., non-cum. inc. B and col. trust	58¾	Aug 19	39	Jan 4	58¾	Aug 19	..	58½
Pacific Coast Co. 1st g. 5s, 1946	106½	Aug 19	102	Jun 23	106½	Aug 19	..	..
Panama sk. fd. sub. g. 6s, 1910	..	....	..	....	101½	Dec., 96	..	..
Penn. Co. gtd. 1st g. 4½s, 1921	114	Jan 26	108	Apr 21	113	Aug 17	112½	..
Do., do., registered	110	Jul 8	110	Jul 8	110	July 8	..	..
P., C., C. & St.L. gtd. g.4½s,1940,Ser.A	113	Feb 8	109½	May 13	110½	June 6	112	114
Do., do., Series B, gtd., 1942	113	Jan 21	108	May 6	111	June 28	112	..
Do, do., Series C, gtd., 1942	..	....	..	....	111	Jun 17,97	..	..
Do., do., Series D, gtd. 4s, 1945	..	....	..	....	102	Oct 9, 97	..	..
Pitts., C. & St. L. 1st 7s, 1900	108	Jun 6	106¾	Mar 1	108	June 6	..	..
Do., do., registered	..	....	..	....	109¼	Ap 23, 97	..	..
Pitts., Ft. W. & C. 1st 7s, 1912	140¼	Jan 25	140	Jan 10	140¼	Jan 25	..	..
Do., 2d 7s, 1912	140	Jan 4	140	Jan 4	140	Aug 18	..	..
Do., 3d 7s, 1912	..	....	..	....	126	Aug., 96	..	..
C., St. L. & P. 1st con. g. 5s, 1932	..	....	..	....	110½	Jul 8, 97	117¾	..
Cleve. & Pitts. con. sink. fd. 7s, 1900	109	Apr 19	107	May 25	107	May 25	107¾	109½
Do, gen. gtd. g. 4½s, Series A, 1942	..	....	..	....	118¼	April, 96	..	..
Gd. R. & I. ext. 1st gtd. g. 4½s, 1941	..	....	..	....	110	Jun 27,96	..	..
Allegh. Val. gen. g. 4s, 1942	..	....	..	....	102	No 10,97	..	..
Penn. RR. Co. 1st real est. g. 4s, 1923	..	....	..	....	108	My 12,97	..	..
U. N. J. R. & Can. Co. gen. 4s, 1944	115½	Feb 14	115½	Feb 14	115½	Feb 14	..	..
Peo., Dec. & Ev. 1st g. 6s, 1920, t. r.	101½	Aug 12	95	Apr 12	101½	Aug 12	99	101½
Do., Evans. Div. 1st g. 6s, 1920	..	....	..	....	100	De 23, 97	..	..
Do., do., en. Trust Co. certs	96	Feb 15	96	Feb 15	96	June 28	..	..
Do., Trust Co. cts. for 2d g. 5s, 1926	17	May 23	15	May 19	17	May 23	..	..
Do., do., 1st installment paid	18½	Jun 2	18½	Jun 2	18½	June 2	..	..
Peoria & Pekin Union 1st g. 6s, 1921	120	Apr 22	120	Apr 22	120	May 11	..	..
Do., 2d g. 4½s, 1921	85½	Feb 23	85½	May 23	85½	May 23	..	..
Pine Creek registered gtd. 6s, 1932	..	....	..	....	137	No 17,97	..	..
Pitts., Clev. & Tol. 1st g. 6s, 1922	..	....	..	....	108½	April, 93	..	..
Pitts. Junc. 1st g. 6s, 1922	..	....	..	....	124	Mar., 96	..	..
Pitts. & L.E. 2d g. 5s, Ser. A & B,1928	..	....	..	....	114	Mar., 96	..	..
Pitts., McK. & Yough. 1st gtd. 6s, 1932	..	....	..	....	117	Mar., 89	..	..
Pitts., Painv. & Fairpt. 1st g. 5s, 1916	..	....	..	....	95½	April, 93	..	..
Pitts., Shen. & L. Erie 1st g. 5s, 1940	109¾	Aug 17	104	Apr 2	109	Aug 19	..	..
Do., 1st cons. g. 5s, 1943	..	....	..	....	96	Jul 14,97	..	..
Pitts. & West. 1st g. 4s, 1917	94	Jul 13	78½	Apr 23	91¾	Aug 13	91	93
Do., g. 3s, 1891-1941	53	Jul 22	39	Jun 15	50	Aug 17	..	..
Reading Co. gen. g. 4s, 1997	87⅝	Feb [illegible]	77⅝	Apr [illegible]	84⅛	Aug 19	84	84¼
Rio Grande West. 1st g. [illegible]	91	Aug [illegible]	[illegible]	Apr [illegible]	91	Aug 19	90½	91
Rio Grande Junc. 1st gtd. [illegible]	[illegible]	Feb [illegible]	[illegible]	Jan [illegible]	[illegible]	June 13	..	..
Rio Grande South. 1st g. [illegible]	[illegible]	Jan [illegible]	[illegible]	[illegible]	[illegible]	June 13	..	..

	Range for Year 1898. Highest.		Lowest.		Last Sale.		Bid.	As'd.
St. Jo. & Gr. Isl. 1st g. 2-3-4s, 1947	80¾	Jun 10	68¼	Apr 29	80½	Aug 15	80½	81½
St. L. & S. F. 2d g. 6s, Class A,1906	116¼	Feb 15	111	May 2	114	July 20	..	..
Do., 2d g. 6s, Class B, 1906	116¼	Feb 17	111⅛	May 6	114¾	Aug 18	..	116
Do., 2d g. 6s, Class C, 1906	116¼	Feb 23	113	May 24	114	Aug 16	..	..
Do., 1st g. 6s, Pierce C. & O., 1919	..	....	..	....	113¼	July, 96	..	..
Do., gen. g. 6s, 1931	120½	Jun 22	114	Apr 20	120	Aug 19	..	..
Do., gen. g. 5s, 1931	106¾	Jun 30	98½	Apr 25	106¼	Aug 19	..	..
Do., 1st trust g. 5s, 1987	100	Jun 23	92½	Apr 14	100	July 12	..	..
Ft. Smith & Van B. Bdg. 1st 6s, 1910	..	....	..	....	105	Oct 4, 97	..	..
St. L. & San Fran. R. R. g. 4s, 1996	82¾	Aug 18	69	Apr 26	82⅝	Aug 19	..	..
St. L. & S. F. S.W. Div. 5s, 1947	97½	Aug 10	90	Apr 6	97½	Aug 13	..	..
St. Louis Southwest. 4s, cts., 1989	81	Aug 18	70	Apr 26	80½	Aug 19	..	..
Do., 2d g. 4s, inc. bond cts., 1989	34¼	Aug 19	25	Mar 25	34¼	Aug 19	..	..
St. Paul City Ry Cable con. g. 5s, 1937	..	....	..	....	90	No 8, 97	..	..
St. Paul & Duluth 1st 5s, 1931	117	Mar 7	115	Mar 12	117	Mar 14	..	118½
Do., 2d 5s, 1917	109	Feb 16	105	Jun 27	106½	July 8	106½	107½
St. Paul, M. & M. 2d 6s, 1909	122¾	Jan 28	120	Jun 21	122½	Aug 16	123	124½
Do., Dakota exten. g. 6s, 1910	123	Aug 3	118½	Mar 25	122	Aug 12	..	..
Do., 1st con. g. 6s, 1933	130½	Aug 2	128	Jan 5	130½	Aug 4	131	..
Do., do., registered	..	....	..	....	119¾	Sep., 96	..	..
Do., do., reduced to g. 4½s	108½	Aug 16	105½	May 10	108½	Aug 16	..	..
Do., do., registered	..	....	..	....	106½	My 29,97	..	..
Do., Montana exten. 1st g. 4s, 1937	101⅛	Aug 16	94½	Jan 10	101⅛	Aug 16	..	..
Do., do., registered	96	Feb 19	96	Feb 19	96	Feb 19	..	..
Minneapolis Union 1st g. 6s, 1922	122½	Jan 13	122½	Jan 13	122¼	Jan 13	..	..
Montana Central 1st gtd. g. 6s, 1937	132	Jun 11	118½	Apr 19	127¼	July 8	..	..
Do., do., registered	..	....	..	....	115	Ap 24, 97	..	..
Do., 1st gtd. g. 5s, 1937	109½	Mar 18	107	Apr 29	109½	May 24	..	..
Eastern Minn. Div. 1st g. 5s, 1908	110½	Aug 18	105½	Apr 12	110½	Aug 18	..	..
Wilmar & Sioux Falls 1st g. 5s, 1938	..	....	..	....	111	No 23,97	..	..
Do., do., registered	..	....	..	....	115	Ap 24,96	..	..
San F. & N. P. 1st s. f. g. 5s, 1919	..	....	..	....	100½	Oct 20,97	..	..
Sav., Flor. & W. 1st con. g. 6s, 1934	..	....	..	....	114	Jan 25,97	..	..
Do., 1st g. 5s, 1934	..	....	..	....	104½	Oct 18,97	..	..
Seaboard & Roanoke 1st 5s, 1926	104¾	Feb 5	104¾	Feb 5	104¾	Feb 5	103½	..
Seat., L. S. & E. 1st g. 6s, 1931,ass.pd.	80	Jan 21	42	Jan 6	80	Jan 25	..	..
South Carolina & Ga. 1st g. 5s, 1919	99½	Aug 18	92	Apr 29	99½	Aug 18	..	..
Southern Pacific Co.—								
Gal., Harris. & S. A. 1st g. 6s, 1910	107	Jan 20	107	Jan 20	107	Jan 20	..	..
Do., 2d g. 7s, 1905	105½	May 17	100	Jan 17	105	July 22	..	..
Do., Mex. & Pac. Div. 1st g.5s,1931	97¾	Aug 15	92	Jan 4	97¾	Aug 17	..	..
Hous. & Tex. C. 1st, W. & N. 7s,1903	..	....	..	....	102	Nov., 94	..	..
Do., 1st g. 5s, interest gtd., 1937	111½	Jul 28	107½	May 25	111	Aug 12	111½	..
Do., con. g. 6s, interest gtd., 1912	110	Jul 1	105	May 11	109	Aug 1	108½	..
Do., gen. g. 4s, interest gtd., 1921	83¼	Aug 16	76¾	Apr 2	83	Aug 18	..	..
Morgan's La. & Tex. 1st g. 6s, 1920	..	....	..	....	114	No 17,97	..	..
Do., 1st 7s, 1918	127	Feb 26	127	Feb 26	127	Apr 30	..	..
Ore. & Cal. 1st gtd. g. 5s, 1927	75	Jan 6	75	Jan 6	75	Jan 6	..	..
San An. & Ar. P. 1st gtd. g. 4s, 1943	71	Aug 1	55½	Apr 25	70	Aug 19	..	70
Texas & New Orleans 1st 7s, 1905	110	Mar 17	110	Mar 17	110	Mar 17	..	..
Do., Sabine Div. 1st g. 6s, 1912	..	....	..	....	106¼	No 17,97	..	..
Do., con g. 5s, 1943	100¾	Aug 16	96½	Jan 3	100¾	Aug 18	..	..
So. Pac. of Ari. gtd. 1st g. 6s, 1909-10	109½	Aug 19	100¼	Jan 4	109½	Aug 19	..	..
So. Pac. of Cal. 1st g. 6s, 1905-12	110½	Aug 10	106¾	May 20	110½	Aug 10	..	..
Do., do., 1st con. gtd. g. 5s, 1937	101½	Aug 10	92½	Jan 6	101½	Aug 10	..	..
Austin & Northw. 1st gtd. g. 5s, 1941	87¼	Jan 15	81½	Jul 25	84	Aug 16	85	..
So. Pac. of N. M. 1st g. 6s, 1911	110¼	Jun 28	105½	Jan 5	109¾	Aug 18	..	..
Southern Rway 1st con. g. 5s, 1994	98¼	Aug 8	87	Apr 28	97	Aug 19	..	..
East Tenn. reor. lien g. 4-5s, 1938	100	Feb 3	96	Jan 19	100	Aug 12	..	..
Alabama Cent. R. 1st g. 6s, 1918	..	....	..	....	112¼	Au 17,97	..	..
Colum. & Greenville 1st g. 5-6s, 1916	..	....	..	....	119	De 22, 97	..	..
East Tenn., Va. & Ga. 1st 7s, 1900	108	Jun 13	105½	Jul 14	105⅝	July 22	105⅝	..
Do., divisional g. 5s, 1930	115	Feb 10	112½	Feb 28	114½	Aug 19	..	..
Do., con. 1st g. 5s, 1956	113	Aug 18	107	Apr 16	113	Aug 19	..	..
Georgia Pac. Ry 1st g. 5-6s, 1922	123	Jun 6	118	Apr 13	119	July 28	..	..
Knoxville & Ohio 1st g. 6s, 1925	117⅛	Feb 18	112	Apr 28	117	June 7	..	..
Richmond & Danville con. g. 6s, 1915	125¼	Jun 24	118	Apr 16	122½	Aug 11	..	..
Do., equip. sink. fund g. 5s, 1909	..	....	..	....	101	No 22,97	..	..
Do., deb. 5s, stamped, 1927	105	Feb 19	95	May 3	96	June 3	..	..
Va. Midland gen. 5s, 1936	108	Jul 21	100	Mar 24	107½	Aug 9	107	108
Do., do., gtd., stamped, 1936	107	Jun 8	102	Apr 14	107	June 8	107	108
Wash., Ohio & W. 1st cy gtd. 4s,1924	87¾	Jul 29	87¾	Jul 29	87¾	July 29	80	..
West. No. Car. 1st con. g. 6s, 1914	116½	Jan 11	110½	Apr 22	113	Aug 8	..	..
Memphis Div. 1st gtd. 4-4½-5s, 1996	103	Jul 19	103	Jul 19	103	July 21	..	..
Term. Ass. of St. L. 1st g. 4½s, 1939	112¼	Aug 16	109	May 18	112¼	Aug 16	..	..
Do., 1st con. g. 5s, 1894-1944	110	Jul 22	105½	Apr 14	110	July 22	..	..
St. L. Mhts.' Bge. Ter. gtd. g. 5s,1930	..	....	..	....	103	Oct 27,97	..	..
Tex. & Pac. Ry, E. Div. 1st g. 6s, 1905	110½	Feb 14	107¾	Aug 18	107¾	Aug 18	..	..
Do., 1st g. 5s, 2000	107½	Aug 5	96½	Mar 12	107	Aug 18	..	106¾
Do., 2d g. income 5s, 2000	45¾	Aug 19	28	Jan 4	45½	Aug 19	45	45½
Third Avenue 1st g. 5s, 1937	124	Feb 21	117¼	Apr 26	122½	June 20	..	..
Toledo & Ohio Central 1st g. 5s, 1935	105	Jun 13	102½	Jan 3	105	Aug 19	..	105
Do., Western Div. 1st g. 5s, 1935	105	Aug 19	102½	Jan 3	105	Aug 19	103½	105
Kanawha & Mich. 1st gtd. g. 4s, 1990	82⅛	Feb 23	76	May 26	80	Aug 8	..	..
Toledo, Peo. & W. 1st g. 4s, 1917	78	Aug 17	69½	Mar 22	77	Aug 19	..	..
Tol., St. L. & K. C. 1st g. 6s, 1916, t. r.	90	Jan 10	85½	Apr 4	90	Aug 16	..	..
Ulster & Delaware 1st c. g. 5s, 1928	104	Jan 7	98	Jun 4	100½	Aug 10	98	100½
U. P. RR. and ld. grt. g. 4s, 1947	99⅛	Aug 16	88½	Apr 21	99	Aug 19	98¾	99
Do., Tr. Co. cts. g. 4½s, 1918	59¾	Jul 19	44	Apr 22	59	July 27	..	..
Kansas Pacific 1st g. 6s, 1896	..	....	..	....	114	Sep 29,97	..	..
U. P., D. & G. t. r., 1st con. g. 5s, 1939	78	Aug 17	48½	Jan 6	77	Aug 19	76½	77
Wabash Railroad Co. 1st g. 5s, 1939	112¾	Aug 15	104½	Mar 12	112¾	Aug 18	111¾	112½
Do., 2d g. 5s, 1939	91½	Jul 28	74½	Mar 24	89½	Aug 19	..	89½
Do., deb., Series B, 1939	30¼	Aug 17	21	Apr 27	30	Aug 19	30	30¾
Do., 1st g. 5s, Det. & Chi. ext., 1941	105½	Jun 21	97	Apr 19	104½	Aug 16	..	..
St. L., K.C. & N.St.C.B.1st g. 6s,1908	110	Jan 5	108½	Mar 12	110	June 7	110	..
West. N. Y. & Penn. 1st g. 5s, 1937	110	Jun 29	103	Apr 25	108½	July 28	..	109
Do., gen. g. 3-4s, 1943	59	Aug 8	47¼	Apr 26	58¾	Aug 18	..	..
Do., inc. 5s, 1943	16⅝	Aug 19	10	Jan 7	16⅝	Aug 19	..	..
West Chi. St. 40-year con. 5s, 1936	..	....	..	....	99	De 28, 97	..	..
West Va. Cent. & Pitts. 1st g. 6s, 1911	..	....	..	....	107¼	Oct 21,97	..	..
Wheel. & L. E. 1st g. 5s, 1926	101½	Feb 16	100½	Jan 11	101½	Mar 7	..	..
Do., 1st g. 5s, 1926, trust receipts	103	Mar 1	100	Mar 18	100	Mar 18	..	..
Do., Wheel. Div. 1st g. 5s, 1928	108	Aug 8	90	Mar 18	108	Aug 8	..	..
Do., exten. and imp. g. 5s, 1930	92½	Mar 11	92½	Mar 11	92½	Mar 11	..	..
Do., con. g. 4s, 1992	35	Jul 23	35	Jul 23	35	July 25	..	..
Wisconsin Cen. Co. 1st tr. g. 5s, 1937	..	....	..	....	34	No 16,97	..	..
Do., Eng. Trust Co. cts	55	Aug 8	33½	Jan 3	53⅝	Aug 19	..	..
Do., income g. 5s, 1937	7½	Jan 17	4	Jul 12	5¾	Aug 9	..	..

MISCELLANEOUS BONDS.

	Range for Year 1898. Highest.		Lowest.		Last Sale.		Bid.	As'd.
Adams Express col. tr. 4s, 1948	102	Aug 10	98½	Jun 27	102	Aug 12	102	103
American Cotton Oil deb. g. 8s, 1900	109	Jan 10	102½	Mar 14	109	July 30	..	..
American Spts. Mfg. Co. 1st g. 6s, 1915	86	Jun 27	64	Mar 14	84½	Aug 17	..	..
Boston Un. Gas tr. cts., sk.fd.g.5s,1939	91	Jan 7	90¼	Jan 26	90¼	Jan 26	..	..
B'klyn Union Gas Co. 1st con.g.5s,1945	115¼	Aug 18	109½	Apr 27	115¼	Aug 18	..	..
B'klyn Whf. & W.H. Co. 1st g. 5s,1945	100½	Jan 28	91⅝	Aug 19	91⅝	Aug 19	..	..
Chi. Jc. & Stk. Yds. col. g. 5s, 1915	105	Jan 7	105	Jan 7	105	Jan 7	..	..
Colorado Coal & Iron 1st con. g.6s,1900	102	Jul 25	95	Jan 6	100	Aug 11	100	..
Col. Coal & Iron Dev. Co. gtd. 5s, 1909	..	....	..	....	59	May, 93	..	..
Col. Fuel & Iron gen. s. f. g. 5s, 1943	84	Jan 12	80	May 9	80	May 27	..	..
Colorado Fuel Co. gen. g. 6s, 1919	104	Jan 13	100	Jan 10	104	Jan 13	..	..
Commercial Cable Co. 1st g. 4s, 2397	105½	Feb 3	101½	Apr 28	101½	Apr 28	..	..
Do., registered	104	Feb 16	104	Feb 16	104	Feb 16	..	..
Detroit Gas Co. 1st con. g. 5s, 1918	103	Feb 2	89	May 20	94	Aug 10	..	..
Detroit City Gas 5s	95½	Jun 29	90	May 20	94	Aug 19	93¾	94¾
Edison El. Ill. N. Y. 1st conv. g.5s,1910	112¾	Feb 18	108	Apr 9	112	Aug 19	..	110
Do., 1st con. g. 5s, 1995	119	Jun 3	114½	Mar 25	117¼	Aug 18	..	..
Do., Brooklyn 1st g. 5s, 1940	..	....	..	....	113½	Jul 23,97	..	..
Eq. Gas & Fuel of N. Y. 1st	102	Feb 14	102	Feb 14	102	Feb 14	..	..
Erie Tel. & Tel, 5s	98¼	Mar 9	98¼	Mar 9	98¼	Mar 9	..	..
Gen. Electric Co. deb. g. 5s, 1922	108	Aug 11	96	Apr 26	108	Aug 17	107	107½
Grand River Coal & Coke 1st g.6s,1919	..	....	..	....	95½	Jan 19,97	..	..
Hend'son Bdge Co. 1st sk. fd. g.6s,1931	..	....	..	....	111	Au 23,97	..	..
Illinois Steel Co. deb. 5s, 1910	..	....	..	....	97	Oct., 95	..	..
Do., non-conv. deb. 5s, 1913	..	....	..	....	70	Ap 23, 97	..	..
Jeff'son & Clearfd. C. & Ir.1st g.5s,1926	..	....	..	....	107	My 22,97	..	..
Do., 2d g. 5s, 1926	..	....	..	....	80	May 4,97	..	..
Lac. Gas L. Co. of St. L. 1st g. 5s,1919	105¼	Jan 31	100	Apr 18	105	Aug 18	104½	105
Madison Sq. Garden 1st g. 5s, 1919	..	....	..	....	102	Jul 8, 97	..	..
Manh. Br. H. & L. lim. gen. g. 4s, 1940	..	....	..	....	55	July, 96	..	..
Mich. Penin. Car Co. 1st g. 5s, 1942	..	....	..	....	85	Jun 5, 97	..	..
National Starch Mfg. Co. 1st g.6s,1920	108	Jun 8	105	Jan 11	107½	July 28	107½	..
N.Y. & N.J. Telephone gen. g. 5s, 1920	..	....	..	....	108	Jun 4 ,97	..	..
N. Y. & Ontario Land 1st g. 6s, 1910	..	....	..	....	92¼	May, 96	..	..
Peo. Gas & C. Co. 1st gtd. g. 6s, 1904	..	....	..	....	111	No 16,97	..	..
Do., 2d gtd. g. 6s, 1904	109	Feb 4	102	Mar 29	107½	July 27	..	..
Do., 1st con. g. 6s, 1943	120	Jan 19	115	Jun 27	120	July 29	..	120
Chi., Gas Lt. & Coke 1st gtd. g. 5s,1937	106¼	Jan 24	103	Mar 28	105¾	Aug 11	..	..
Con. Gas. Chi. 1st gtd. g. 5s, 1936	105½	Feb 10	101	Apr 19	104	July 21	..	106
Eq. Gas & Fuel Chi. 1st gtd. g. 6s, 1905	106	May 10	102	Jul 12	102½	July 12	..	..
Pleasant Valley Coal 1st g. 6s, 1920	..	....	..	....	106¾	Oct., 95	102½	..
Procter & Gamble 1st g. 6s, 1940	113	Apr 4	113	Apr 4	113	Apr 4	..	..
So. Yuba W. Co. of N.Y. con. g.6s,1923	..	....	..	....	101	Fe 19, 97	..	..
Stand. Rope & Tw. Co. 1st g. 6s, 1946	72½	Jul 13	51	Mar 12	67¾	Aug 19	..	67½
Do., inc. g. 5s, 1946	17	May 25	11	Mar 23	16½	Aug 19	15	16
Tenn. Coal, I. & R.T. Div. 1st g.6s,1917	92½	Aug 18	79	May 9	92½	Aug 18	91	92½
Do., Birm. Div. 1st con. 6s, 1917	92¾	Aug 18	79	Mar 25	92	Aug 19	91½	93
Cahaba Coal M. Co. 1st gtd.g.6s,1922	..	....	..	....	[illegible]	No 6, 96	..	..
De Bardeleben C.& I.Co.gtd.g.6s,1910	83	Jan 26	83	Jan 26	83	Jan 26	..	..
U. S. Leather Co. s. f. deb. g. 6s, 1913	116	Feb 18	111¼	May 5	116	Aug 10	116½	..
United States Mortgage & Trust Co.—								
Real estate 1st g. col. trust bonds—								
Series C, 5s, 1900-1915	..	....	..	....	..	....	102½	..
Series D, 4½s, 1901-1916	..	....	..	....	..	....	100½	..
Series E, 4s, 1907-1917	..	....	..	....	..	....	100	..
Series F, 4s, 1908-1918	..	....	..	....	..	....	100½	..
Western Union deb. 7s, 1875-1900	105½	Feb 25	105½	Feb 25	105½	Feb 25	..	..
Do., do., registered	105½	Jan 14	105	Mar 11	105	Mar 11	..	..
Do., debenture 7s, 1884-1900	..	....	..	....	106	Sep 30,97	..	..
Do., collateral trust cur. 5s, 1938	111½	Aug 10	105	Apr 21	111½	Aug 11	111½	..
Mutual Union Tel. sk. fd. 6s, 1911	111	Mar 16	111	Mar 16	111	Mar 16	..	..
Northwestern Telegraph 7s, 1904	..	....	..	....	107	Mar., 89	..	..
Western Gas Co. col. trust g. 5s, 1933	101	Mar 16	101	Mar 16	101	Mar 16	103½	..
Wheel.,L.E. & Pitts. Coal 1st g.5s,1919	..	....	..	....	..	....	29	..

CALENDAR FOR THE WEEK.

Monday, Aug. 22.

American Fisheries Company—Books close for dividend on preferred stock.
Illinois Central Railway—Books open.
Northern Pacific Railway—Books open.

Tuesday, Aug. 23.

National Biscuit Company—Books close for dividend on preferred stock.

Wednesday, Aug. 24.

Norfolk and Western Railway—Dividend payable on preferred stock.

Thursday, Aug. 25.

Homestake Mining Company—Dividend payable.
National Lead Company—Books close for dividend on preferred stock.
Norfolk and Western Railway—Books open.
Northern Pacific Railway—Dividend payable.
People's Gas Light and Coke Company of Chicago—Dividend payable.

Friday, Aug. 26.

Chicago, Milwaukee and St. Paul Railway—Books close for annual meeting.
Homestake Mining Company—Books open.
People's Gas Light and Coke Company of Chicago—Books open.

Saturday, Aug. 27.

Michigan-Peninsular Car Company—Dividend payable on preferred stock.

TRANSACTIONS AND CHANGES.

On the Stock Exchange for the week ending Saturday, Aug. 20, total transactions included 3,300,142 shares of stock, $16,800,000 bonds, with $1,627,700 Government and $379,000 State bonds.

In detail the week's dealings compared as follows with those of the corresponding week last year:

STOCKS.

	Aug. 21, '97.	Aug. 20, '98.	Differences.
R. R. & Misc.	2,114,837	3,300,142	Inc. 1,185,805
Banks	29	7	Dec. 22
Mining	1,500	200	Dec. 1,300

BONDS.

	Aug. 21, '97.	Aug. 20, '98.	Differences.
R. R. & Mis.	$10,037,100	$16,800,000	Inc. $6,763,100
State	30,500	379,000	Inc. 348,500
Government	43,000	1,627,700	Inc. 1,584,700

⁂

Net changes in stocks for the week of 1 per cent. or more were:

Stocks Advanced.

Am. Cotton Oil	6¼
Am. Cotton Oil pf.	2⅝
Am. Malting	3⅛
Am. Sp. Mfg.	1
Am. Sp. Mfg. pf.	1
Am. Sug. Refs.	1½
Am. Tobacco	6⅛
Am. Tobacco pf.	5
Brook. Rap. Trans.	4½
Chi. Great West.	2¼
Chi. & E. Ill.	1½
Chi. & Northwest	1⅛
Chi., Bur. & Qy.	5¼
C., C., C. & St. L.	1½
C., C., C. & St. L. pf.	3½
Chi., Mil. & St. P.	6½
Chi., M. & St. P. pf.	3½
Chi., R. I. & Pac.	3⅝
Col. Fuel & Iron	1¼
Col., H. V. & Tol.	1⅛
Col. & Hock. Coal	1
Consol. Ice	2
Den. & R. G. pf.	1⅜
Detroit Gas	1
Erie 1st pf.	1⅜
Ft. W. & Rio Gr.	1½
Great Northern pf.	4
Illinois Central	3⅝
Illinois Steel Co.	4⅞
Iowa Central pf.	1½
Kan. C., Pitts. & G.	1
L. E. & Western	7⅝
L. E. & W. pf.	10¼
Louis. & Nash.	2⅝
Met. Street Ry.	1½
Minn. & St. L. 1st pf.	1
Minnesota Iron	9⅝
Mo., K. & T. pf.	1
N. J. Central	1¼
N. Y. Airbrake	22¼
Norf. & West. pf.	1
Nor. Pacific	2⅝
Nor. Pacific pf.	2⅜
Ore. R. R. & Nav.	7½
Ore. R. R. & N. pf.	1¼
Pacific Coast	9½
Pacific Coast 2d pf.	8⅝
Pacific Mail	2
People's Gas, Chi.	1⅜
Pitts., C., C. & St. L.	1⅜
Reading	1⅛
Reading 1st pf.	3
Reading 2d pf.	1¼
St. J. & G. I. 2d pf.	2
St. L. & S. F. 1st pf.	1½
St. L. & S. F. 2d pf.	2¼
St. L. Southwest. pf.	1⅜
St. P. & Omaha	2½
Southern Ry. pf.	1⅜
Tenn. C. & Iron	5⅛
Texas Pacific	1⅜
Union Pacific	1⅜
Union Pacific pf.	1½
U. S. Leather pf.	3½
U. S. Rubber	2⅝
U. S. Rubber pf.	3¼
Wabash	1
Wabash pf.	1¼
West. Union Tel.	1⅜

Stocks Declined.

Am. Malting pf.	1⅜
Am. Steel & Wire	1½
Am. Steel & W. pf.	1¼
Brook. Union Gas	1⅜
Consolidated Gas	5¼
Lake Shore	3
Long Island	2½
Manhattan	2⅝
Nat. Linseed Oil	1
Pullman Car	1
Rio Gr. West.	1½

⁂

Net changes in bond quotations for the week of 1 per cent. or more were:

Bonds Advanced.

Austin & N. W. 1st	1
Buff., R. & P. gen. 5s	1⅛
Chi., B. & Q. con. 5s	2½
Chi., Mil. & St. P. con. 7s	5¼
Col., H. V. & Tol. 5s	1
E. T., Va. & G. con. 5s	1¼
Flint & P. M., Pt. H. 5s	2¼
Ft. W. & D. C. 1st	3
Gal., H. & H. 5s	1¼
Lehigh & W. B. con. 7s	1¼
Mo., K. & T. of T. 5s	1⅜
Mo. Pacific Tr. 5s	1½
Mo. Pac. coll. 5s	1½
Mob. & O. 1st, Mont. Div.	2
Omaha & St. L. 4s	5
Ore. Sh. Line 6s	1
Ore. Sh. Line inc. B.	1¼
Pacific Coast 1st	2¾
Peo. & East. 1st	1½
Rio Gr. West. 4s	1
St. L. & S. F. gen. 4s	2½
St. Louis S. W. 2d	1¼
Scioto V. & N. E. 4s	1⅜
South Car. & Ga. 1st	2½
Tenn. C. & I. 1st, Birm.	4
Texas Pac. 2d	1⅜
Tol. & O. C. 1st	2
Union El. 1st, tr. r.	1½
Union P., D. & G. 1st, tr. r.	1
Wabash 1st	1
Wabash deb. B.	1
Wis. Cent. 1st, tr. r.	1⅜

Bonds Declined.

Balt. & O. 6s, Parks. Branch	1
Balt. & O. con. 5s, 1988, reg.	1¼
Balt. Belt 1st 5s	1
Chi., M. & St. P. 1st, H. & D. 7s	1½
Chi. & Northwest deb. 5s	1
Kan. C. & Pac. 1st	1
Pitts. & West. 4s	1

THE BULLION MARKET.

The following is a comparison of the average of bullion in the principal European banks last week and at the corresponding date a year ago. These figures are received weekly by cable by The Commercial and Financial Chronicle:

	Gold.	Silver.
BANK OF ENGLAND.		
Aug. 18, 1898	£34,984,867	......
Aug. 19, 1897	36,058,708	......
BANK OF FRANCE.		
Aug. 18, 1898	75,414,552	£49,818,546
Aug. 19, 1897	81,485,268	49,047,851
BANK OF GERMANY.		
Aug. 18, 1898	28,625,000	14,745,000
Aug. 19, 1897	28,936,000	14,907,000
RUSSIA.		
Aug. 18, 1898	100,400,000	4,368,000
Aug. 19, 1897	93,377,000	4,721,000
AUSTRIA-HUNGARY.		
Aug. 18, 1898	34,988,000	12,609,000
Aug. 19, 1897	37,935,000	12,588,000
SPAIN.		
Aug. 18, 1898	10,411,000	5,245,000
Aug. 19, 1897	9,022,000	10,590,000
ITALY.		
Aug. 18, 1898	14,958,000	2,094,000
Aug. 19, 1897	15,266,000	2,727,000
NETHERLANDS.		
Aug. 18, 1898	4,280,000	6,875,000
Aug. 19, 1897	2,632,000	6,885,000
BELGIUM.		
Aug. 18, 1898	2,925,000	1,462,000
Aug. 19, 1897	2,772,000	1,386,000
Total for the week	£315,986,419	£97,216,546
Total preceding week	315,982,750	96,973,448
Corresponding date last year	307,482,976	102,851,851

OUTSIDE SECURITIES.

Following are the latest quotations for securities not listed or inactive on the Stock Exchange. These quotations are compiled from reports made to The New York Times by many of the most active and reputable commission brokers. Information is solicited from all persons interested. Address FINANCIAL EDITOR, THE NEW YORK TIMES.

Street Railways.

	Bid.	Asked.
Atlantic Avenue con. m. 5s	108	110
Atlantic Avenue gen. m. 5s	106	110
Atlantic Avenue imp. 5s	90	..
Bleecker St. & F. F'y stock	34½	37
Bleecker St. & F. F'y 1st 7s	102	105
Broadway & Seventh Avenue	212	220
Broadway & Seventh Av. 1st	106	110
Broadway & Seventh Av. 2d	111	112
Broadway Surface 1st 5s	115	117
Broadway Surface 2d	105	107
Brooklyn, Bath & W. E. 5s	85	88
Brooklyn City R. R. 1st m. 5s	112	116
Brooklyn City Railroad	213½	215
B'lyn City & Newtown stock	207	..
B'lyn City & Newtown 1st 5s	113	115
Brooklyn El., when issued	26	28
Brooklyn El. pf., when issued	57	59
B'klyn, Queens Co. & Sub'n 5s	108	111
Buffalo Crosstown 5s	110½	111
Buffalo Street Railway stock	79½	81
Buffalo Street Ry. 1st consols	112½	114
Central Cross-Town	255	..
Central Cross-Town 1st 6s	119	..
Central Park, N. & E. River	177	185
Central Park, N. & E. R. 7s	110	112
Christopher & Tenth Street	160	165
Christopher & Tenth Stret 1st	100	103
Citizens' Ry. (Indianapolis) 5s	76½	78
Cleveland City Railway	55	60
Cleveland Cable 1st 5s	103	104½
Cleveland Electric Railway	58	62
Cleveland Electric con. 5s	104	106
Coney Island & Brook. stock	200	..
Coney Island & B'lyn 1st 5s	103	105
C. I. & B'lyn 5 per cent. ctfs.	101	..
Columbus (Ohio) stock	48	50
Columbus (Ohio) cons. 5s	97	100
Columbus Cross-Town 1st 5s	100	102
D. D., E. B'way & B. stock	180	200
D. D., E. B'way & B. 1st 5s	115	117
D. D. & B'y & B. 5 p. c. scrip	101	102
Eighth Avenue	340	350
Eighth Avenue 6 p. c. scrip	105	109
42d St. & Grand Street	345	..
42d St., Man. & St. Nich. Av.	60	64
42d St., Man. & St. N. Av. 1st	113	116
42d St., Man. & St. Nich. Av. 2d	90	91
Kings County Elevated	5	7
Kings County incomes	7	9
Louisville St. R'y. com.	34	39
Louisville St. R'y. pref.	96	100
Nassau Elec. 1st 5s, (B'lyn)	105	106
New Orleans Traction com.	1	2
New Orleans Traction pf.	6	8
New Orleans Traction notes	..	75
North Shore Traction com.	10½	12
North Shore Traction pf.	76	78
Ninth Avenue	183	190
Providence & Pawtucket 1st	107	108
Richmond Traction 5s, 1925	77	81
Rochester Ry.	15	20
Rochester Ry. con. 5s	98	100
Second Avenue stock	176	180
Second Avenue 1st m. 5s	108	110
Second Avenue consol. 5s	114½	115½
Scranton Traction	11	13
Sixth Avenue R. R. stock	200	210
South Ferry 1st 5s	107	112
S. I. Rapid Transit 1st 6s	107	..
S. I. Rapid Transit 2d	60	70
Steinway R. R. Co. 6 p. c. 1st	115	117
Third Avenue Railroad	172	176
Twenty-third Street	310	..
Twenty-third Street deb. 5s	103	105
Twin City R. Transit Co. com.	21½	22½
Twin City R. Transit Co. pf.	90	100
Union Railway	175	190
Union Railway 1st 5s	113	114
West Chicago Street	92½	93
West End (Boston)	87¼	87½
West End (Boston) pf.	105¼	105½
Worcester Traction common	14	17
Worcester Traction pf.	92	94

Ferry Securities.

	Bid.	Asked.
Hoboken Ferry stock	90	91
Hoboken Ferry 5s	106¾	108
Metropolitan Ferry 5s	108	110
N. Y. E R. Ferry 5s	90	95
N. Y. & E. R. Ferry stock	69	71
Union Ferry	43	43½
Union Ferry bonds	100	102

Trust Companies, &c.

	Bid.	Asked.
American Surety	160	175
Atlantic	137½	..
Bond & Mort. Guar. Co.	190	..
Brooklyn	..	402
Central	1360	..
Colonial	190	194
Continental	187½	..
Farmers' Loan & Trust	900	950
Fifth Avenue	340	360
Franklin	..	232
German-American R. E.	..	30
Guaranty	425	..
Hamilton	230	240
Kings County	280	..
Knickerbocker	240	280
Lawyers' Surety	100	105
Lawyers' Title Ins.	150	160
Long Island Loan & Trust	220	225
Manhattan	165	..
Manufacturers', Brooklyn	235	..
Mercantile	400	..
Metropolitan	300	..
Nassau	150	..
National Surety	..	202
N. Y. Life Ins. & Trust Co.	1200	..
N. Y. Security & Trust	375	..
People's	..	256
Produce Exchange	202	..
Real Estate Trust Co.	200	..
State	195	205
Title Guarantee & Trust	280	290
Union	1040	..
U. S. Mortgage & Trust	287½	297½
United States	1175	..
Washington	225	..

Insurance Companies.

	Bid.	Asked.
Commonwealth	..	105
Continental	430	..
Citizens'	109	112
Eagle	230	..
Empire City	90	95
Farragut	..	100
German-American	430	..
Germania	240	265
Greenwich	155	..
Hamilton	105	110
Hanover	150	..
Home	193	200
Kings County	170	180
Nassau, Brooklyn	150	..
New York	110	115
Niagara	160	165
North River	125	..

Insurance Companies—Continued.

	Bid.	Asked.
Pacific	145	155
Phenix, Brooklyn	170	175
Peter Cooper	110	..
Rutgers	110	116
Stuyvesant	75	85
United States	110	120
Westchester	220	..
Williamsburg City	270	..

Banks.

	Bid.	Asked.
America	302	..
American Exchange	170	..
Astor Place	220	..
Bowery	..	295
Broadway	225	235
Butchers & Drovers'	65	80
Central	170	175
Chase	265	..
Chatham	290	300
Chemical	3700	4000
Citizens'	125	130
City	1000	1200
Colonial	137	..
Columbia	..	155
Commerce	202	206
Continental	125	130
Corn Exchange	275	300
East River	130	..
Eleventh Ward	225	..
Fifth Avenue	2600	..
Fifth National	225	..
First National	2500	..
First Nat. of Staten Island	..	160
Fourth National	172	..
Fourteenth Street	150	160
Gallatin	330	..
Gansevoort	90	105
Garfield	950	..
German-American	112	117
Germania	365	..
German Exchange	265	..
Greenwich	165	..
Hamilton	105	..
Hanover	390	..
Hide & Leather	85	95
Home	..	155
Hudson River	140	..
Importers & Traders'	480	500
Irving	147½	..
Leather Manufacturers'	180	..
Liberty	150	..
Lincoln	750	..
Manhattan	220	230
Market & Fulton	..	230
Mechanics'	170	180
Mechanics & Traders'	102	..
Mercantile	160	..
Merchants' Exchange	117	..
Merchants'	150	..
Metropolis	..	400
Mount Morris	100	..
Mutual	100	120
Nassau	150	..
National Union	225	..
New Amsterdam	250	..
New York	235	242
New York County	1000	..
New York National Exchange	..	80
Nineteenth Ward	..	110
Ninth National	80	90
North America	130	..
Oriental	140	..
Pacific	180	185
Park	335	350
People's	200	..
Phenix	90	95
Plaza	290	310
Produce Exchange	110	117
Republic	155	..
Riverside	190	..
Seaboard	176	..
Second National	450	..
Seventh National	115	120
Shoe & Leather	93	98
Sixth National	250	..
State of New York	103	..
Tradesmen's	..	95
Twelfth Ward	125	..
Twenty-third Ward	100	..
Union Square	175	..
Western	150	155
West Side	275	..
Yorkville	175	..

Guaranteed Stocks.

	Bid.	Asked.
Bald Eagle Valley	195	200
Beech Creek	99	101
Boston & Providence	275	277
Cayuga & Sus.	198	..
Columbus & Xenia	200	..
Delaware & Bound Brook	169	172
Detroit, Hillsdale & S. W.	90½	..
Erie & Pittsburg	138	142
Fort Wayne & Jackson pf.	130	..
Gold & Stock Tel. Co.	112	115
Kal., Allegan. & G. Rapids	140	..
Kan. City, St. L. & C. pf.	140	145
Little Miami	182½	185
Louisiana & Mo. R. pf.	165	..
Mahoning Coal	100	..
Mahoning Coal pf.	106	..
Naugatuck	245½	..
New York & Harlem	345	355
N. Y., Lack. & Western	122	..
Norwich & Worcester pf.	200	..
Old Colony	185	188
Oswego & Syracuse	202	..
Pacific & Atlantic Tel.	70	..
Peoria & Bureau Valley	182	..
P., Ft. W. & Chi. special	160	..
Pitts., McK. & Yough.	137	139
Providence & Worcester	260	..
Rome & Clinton	125	..
Troy & Greenbush	140	..
Utica & Black River	160	..
United N. J. R. R. & C. Co.	255	256
Valley of New York	112	113
Warren	171	..

Industrial and Miscellaneous.

	Bid.	Asked.
Acker, Merrall & Condit 6s	95	99
American Bank Note Co.	39	41½
American Brake	90	93
American Grocery 1st pf.	..	9
American Press Association	100	110
American Soda Fountain Co.	4	8
American Soda Fountain 1st pf.	47	53
American Soda Fountain 2d pf.	15	25
Am. Typefounders, new stock	38½	40
Atlantic Mu. Ins. scrip, 1897	102½	104½
American Graphophone	127½	135
American Graphophone pf.	130	137
Anderson Tobacco	10	15
Automatic Vending	25	..
Barney & Smith Car common	13	16
Barney & Smith Car pf.	..	55
Barney & Smith Car 6s	97	100
Bliss, E. W.	110	125
Bliss, E. W., pf.	102½	110

Industrial and Miscellaneous—Continued.

	Bid.	Asked.
Carter-Crume pf.	65	70
Celluloid Company	64	68
Central & South Amer. Tel.	106	108
Ches. & Potomac Tel. stock	50	..
Cheesebrough Mfg. Co.	350	370
Claflin (H. B.) 1st pf.	90	96
Claflin (H. B.) 2d pf.	98½	..
Commercial Cable	175	185
Consolidated Car Heating	33½	37½
Consolidated Fireworks com.	..	10
Consolidated Fireworks pf.	40	..
Cramps' Ship & Eng. Bldg.	73	77
Diamond Match Company	139½	140
Electro-Pneumatic, as. pd.	1⅜	1⅝
Empire & Bay State Tel.	68	78
Eastman Kodak Co.	95	100
Erie & Western Trans.	65	80
Electric Vehicle	8	10½
Electric Vehicle pf.	70	80
Glucose Sugar Refining com.	60	60½
Glucose Sugar Refining pf.	106½	107
Gorham Mfg. Co. common	..	90
Gorham Mfg. Co. pf.	110	114
Great Falls Ice	110	125
Hecker-Jones-Jewell Milling pf.	53½	55
Hecker-Jones-Jewell M. bonds	90	92½
Herring-Hall-Marvin com.	¾	1½
Herring-Hall-Marvin pf.	6	9
Hoboken Land & Imp.	100	..
Hoboken Land & Imp. 5s	105	..
Hudson River Telephone	69	73
International Paper 6s	108	110
Iron Steamboat	2½	4½
Iron Steamboat 6s	55	60
J. B. Stetson com.	45	..
J. B. Stetson pf.	100	110
Journeay & Burnham com.	..	22
Journeay & Burnham pf.	67½	75
Langton Monotype	77½	85
Lorillard pf.	115	118
Madison Square Garden stock	..	5
Madison Square Garden 2d 6s	25	35
Mechanical Rubber com.	10	15
Mechanical Rubber pf.	30	40
Mergenthaler Linotype	183	184
Michigan Pen. Car com.	8	12
Mich. Pen. Car pf.	57	60
Mich. Pen. Car. 1st 5s	88	90
Mosler Safe Co. pf.	..	105
National Saw pf.	..	25
National Casket Co.	60	80
National Wall Paper deb. stock	65	75
N. Y. Loan & Imp.	50	..
N. Y. Biscuit bonds 6s	114	116
New Jersey Zinc & Iron	100	..
N. Y. & N. J. Telephone	149	150½
Nicaragua Construction	7	10
Northwestern Telegraph	112	117
Old Dominion Steamship	85	95
Penn. Salt Manufacturing	102	104
Penn. Water com.	10	12
Phil. & Wil. Steamboat	130	142½
Pneumatic Gun Carriage	2½	3
Pratt & Whitney com.	4	8
Pratt & Whitney pf.	40	50
Procter & Gamble	245	..
Procter & Gamble pf.	160	165
R. I. Perkins Horseshoe	..	10
R. I. Perkins Horseshoe pf.	30	40
Safety Car Heating & Light	96	100
Simmons Hardware com.	105	..
Simmons Hardware pf.	116	120
Singer Mfg. Co.	405	425
Standard Distilling	25½	26
Standard Distilling pf.	76	77
Standard Oil	421	422½
Susquehanna Coal 6s	115	..
Swift & Co.	100	102½
Swift & Co. 1st pf.	106	..
Texas & Pacific Coal	50	55
Texas & Pacific Coal 1st	102	..
Trenton Potteries com.	7	10
Trenton Potteries pf.	34	39
Trow Directory	33	43
Union Switch & Signal	65	67
Union Switch & Signal pf.	110	116
Union Typewriter com.	7½	9
Union Typewriter 1st pf.	100½	102
Union Typewriter 2d pf.	88	92
U. S. Glass com.	27½	28
U. S. Glass pf.	70	..
Wagner Palace Car	176	177
Westinghouse Air Brake	300	320
Wool Exchange of New York	110	120
Worthington Pump	24	28
Worthington Pump pf.	90	93

Gas Companies.

	Bid.	Asked.
Baltimore Consolidated	66	66½
Baltimore Con. 1st 5s	110	110½
Buffalo (N. Y.) 1st, w. i.	95	96
Buffalo (N. Y.) stock	22½	23½
Central (N. Y.)	175	..
Central Union Gas bonds	104	104½
Central Union Gas con. deb. 5s	108½	111
Chicago Consumers' 1st 5s	101½	104½
Chi. Eq. Gas L. & F. 1st 6s	102½	105½
Chi. P. Gas & C. 1st 6s	106	111
Chi. P. Gas & C. 2d 6s	106½	108
Chi. P. Gas & C. con. 6s	118	120
Chicago P. Gas refunding 5s	105	108
City Gas (Norfolk, Va.)	36	35
City Gas (Norfolk, Va.) 1st 6s	98	100
Columbus (Ohio) Gas stock	86	90
Columbus (Ohio) 1st 5s	101	104
Consolidated Gas (N. J.) bonds	75	80
Consolidated Gas of N. J.	16	21
Consumers' Gas (Jersey City)	75	80
Con. Gas (Jersey City) bonds	100	103⅜
Detroit Inc. 5s	93	95
Equitable 1st 6s	101	102½
Equitable 1st con. 5s	116	117½
Fort Wayne (Ind.) stock	75	80
Fort Wayne (Ind.) 1st 6s	89	90¾
Grand Rapids stock	76	79
Grand Rapids bonds	100	102½
Ind. Nat. & Ill.	54	58
Indiana Nat. & Ill. 1st 6s	73	75
Indianapolis stock	115	125
Indianapolis 1st 6s	104¾	106½
Lafayette (Ind.) stock	77	80
Lafayette 1st 6s	85	88
Logansport & Wab. Val. stock	54	58
Logansport & Wab. Val. 1st 6s	72	73
Madison (Wis.) Gas	56	59
Madison (Wis.) 1st 6s	98½	101
Minneapolis Gas 6s	103½	105
Mutual of New York	330	340
New Amsterdam	29¾	30¼
New Amsterdam pf.	71½	72½
New Amsterdam 1st 5s	102⅛	102⅜
N. Y. & E. R. Gas Co. 1st	111	113
N. Y. & E. R. Gas Co. con.	106	107½
Ohio & Indiana stock	54	58
Ohio & Indiana bonds	71	73
St. Joseph (Mo.)	35	38
St. Joseph (Mo.) 5s	90	93
St. Paul Gas stock	38	41
St. Paul Gas bonds	76	78
Standard Gas, New York	144	147
Standard Gas, New York, pf.	163	170
Standard Gas, New York, 1st	112	114
Syracuse Gas stock	17	18
Syracuse Gas 5s	87	90
Western Gas Co., Milwaukee	86	87¾
West. Gas Co. bonds, Milw'kee	103½	105
Williamsburg 1st 6s	101	103½

UNION PACIFIC.

Continued from Page 1.

preferred and 60 per cent. in new common stock.

New Securities.

Of the new 4 per cent. bonds, $90,000,000 have been issued and are listed on the Stock Exchange, and the other $10,000,000 remain subject to the disposal of the Reorganization Committee. It is the purpose of the committee upon the final winding up of the reorganization to place in the treasury of the Union Pacific as a free asset a portion of such remaining $10,000,000 bonds, and to reserve the balance of these bonds to be issued only for new construction and acquisition and for betterments and improvements at a rate not exceeding $1,500,000 per annum. The new preferred stock is entitled to priority over the common stock to dividends in each and every fiscal year at a rate not exceeding 4 per cent. per annum.

Comparison of Earnings.

A comparison of earnings since 1889 of Union Pacific proper on an average mileage of 1,822, may be interesting as showing the falling off in revenues previous to the receivership: In 1889 gross earnings were $19,755,556; total net income, $10,339,403; surplus, after charges, $2,816,054; in 1890 gross earnings were $20,438,208; total net, $9,561,673; surplus, $2,252,531; in 1891, gross, $19,687,738; total net, $10,442,521; surplus, $2,798,979; in 1892, gross, $20,361,402; total net, $11,020,421; surplus, $3,138,946; 1893, gross, $17,376,792; total net, $7,641,468; surplus, $231,268; 1894, gross, $14,817,507; total net, $5,055,048; deficit, $1,862,734.

In 1895 gross earnings were, $14,336,291; total net earnings, $6,806,826; deficit, $767,963; 1896, gross earnings were $14,382,290; net, $4,740,471; in 1897, gross, $16,644,892; net, $5,602,513.

Taking the total net income during 1897, $6,102,513, (including $500,000 miscellaneous income,) and deducting the fixed change of $3,600,000 interest on the $90,000,000 new 4s, there would remain a surplus of $2,502,513. The gross earnings for the six months to June 30 were $7,670,579, an increase of $933,747, and net, $3,136,161, an increase of $1,157,063.

A Proxy Committee.

The Reorganization Committee held its final meeting last Thursday and took the following action:

"Whereas, The Reorganization Committee of the Union Pacific Railway Company at the outset of its undertaking determined not to include a compulsory voting trust of shareholders as a condition of its plan, but at the close of its labors to create a proxy committee to which shareholders might voluntarily intrust their proxies while satisfied with and desiring to continue the policies and management inaugurated by the committee,

"Resolved, That the Reorganization Committee of the Union Pacific Railway Company hereby nominates and selects as a proxy committee Messrs. Louis Fitzgerald, Jacob H. Schiff, Winslow S. Pierce, Oliver Ames, and E. H. Harriman to permanently represent at annual and other meetings of the shareholders of Union Pacific Railway Company such holders of the common and preferred stock of said company as shall desire to intrust their proxies to said committee for the purpose of maintaining the management and general policies inaugurated by the Reorganization Committee."

Movement in Stock Prices.

The movements in the old Union Pacific stock make up a considerable part of Stock Exchange history. It was first dealt in in September, 1870, selling at 26⅝; in the following month it advanced to 27½, but by December had fallen to 9. From 11½ in January, 1871, there was an advance to 37⅝ in May, followed by a reaction to 20¼ in October, and a subsequent rally to 29⅝ in December. There was further strength in 1872, and the price advanced to 42, falling off to 30⅝ in November. After rallying to 39½ in January, 1873, there was a steady decline until, in November, the price was down to 14¼, but a sharp spurt carried it to 32⅝ in December.

From 30⅝ in January, 1874, there was a rise to 38⅜ in March, with a recession to 23 in June, and a recovery to 37⅜ in September. The stock advanced sharply in 1875 under the leadership of Jay Gould, rising from 36 in January to 79½ in June, and, after a reaction to 61½ in October, to 82⅝ in November. After making this high price there was an almost steady decline until, in November, 1876, the quotation had fallen to 57⅝. In 1877 there was a rally to 73, in March, but during the remainder of that and the following year there were no great fluctuations.

Six per cent. in dividends were paid in 1879, and after selling at 57½ in January the stock rose to 81 in February, reacting to [illegible] in March and making a further advance to 95 in September, followed by a reaction to [illegible] in November. In January, 1880, the consolidation of the Union Pacific and Kansas Pacific took place, and the price advanced in that month from [illegible] to [illegible], and before the end of the year to [illegible]. In 1881 it rose from 105½ in February to 131¾ in July, and did not again go below par until November, 1882, when it sold at 99⅝.

Dividends on the Old Stock.

The dividend rate had been advanced from 6 per cent. in 1880 to 6¾ in 1881 and 7 per cent. in 1882 and 1883, but in the latter year the stock declined from 104¾ in January to 70⅛ in December. In 1884 only 3½ per cent. dividends were paid, and there was a decline from 84⅝ in February to 28 in June, with a rally to 58½ in October. No dividends were paid in 1885 or thereafter, and the stock held between 50 and 60 during 1885, 1886, 1887, and 1888, but in November, 1889, it rose to 71¼ and a little over a year later was down to 40. After a rally to 52½ in May, 1891, it declined to 32¼ in August, recovering to 50¼ in January, 1892, and again reacting to 33⅝ in December, 1892.

The earnings of the road held up well until 1893, in which year, as shown above, there was a heavy decrease in surplus, and the price of the stock fell from 42⅝ in January to 15¼ in August, being also affected by the panicky conditions of that year and the receivership which followed in October. The earnings continued to fall off in 1894, and there was a decline from 22¼ in March to 7 in July. A rally in 1895 carried the price to 17½ in May, but in the Venezuelan panic of December that year the quotation fell to 4, and in January, 1896, to the lowest price touched—3⅛.

The new Union Pacific common stock sold at 16⅛ in March and at 28½ on Tuesday last.

The new preferred sold at 45⅝ in March and at 55⅝ on Tuesday last.

The new 4s were quoted at 88½ in April and reached their highest price on Tuesday, when they sold at 96½.

INACTIVE STOCKS, LAST TRANSACTIONS NEW YORK STOCK EXCHANGE.

The following table gives the range of prices in 1898 for stocks in which there have been no dealings during the past week. Where no sale has occurred this year the last recorded transaction is given.

Closing Aug. 19.		STOCKS.	Amount Outstanding.	Last Dividend.		Range in 1898.				Last Sale.	
Bid.	Asked.					Highest.		Lowest.			
190	220	**Albany & Susquehanna**	$3,520,000	July, 1898	3½	*186	Feb. 3	*183	Jan. 4	*186	Feb. 3, 1898
..	..	American Bank Note	....	June 30, 1898	1	*43	Mar. 5	*43	Mar. 5	*43	Mar. 5, 1898
110	130	**American Coal**	1,500,000	Mar. 1, 1898	4	..	....	..	....	125	Sept. 16, 1897
25	40	American District Telegraph	3,845,000	May 16, 1898	1	24½	June 30	22	May 13	24	July 1, 1898
165	108	**Boston Air Line pf.**	1,426,000	July, 1898	2	*105	Mar. 9	*105	Mar. 9	*105	Mar. 9, 1898
75	..	**Bur., Cedar Rap. & Northern**	....	Aug. 1, 1898	2	75	July 1	*65	Mar. 10	*74	Aug. 13, 1898
..	..	**Capital Traction**	12,000,000	July 1, 1898	75c.	70	Jan. 25	62	Jan. 4	70	Jan. 25, 1898
..	..	Central Coal & Coke	1,500,000	....	..	..	....	..	....	20⅝	Oct. 13, 1897
159	..	Chicago & Alton	18,764,800	June 1, 1898	1¾	166¾	Feb. 11	*159	Mar. 14	*157½	July 1, 1898
175	..	Chicago & Alton pf.	3,479,500	June 1, 1898	1¾	*166	Mar. 24	*166	Mar. 24	*166	Mar. 24, 1898
70	72	Chicago Great Western deb.	13,300,000	July, 1898	2	71¼	July 15	*71	Aug. 4	*71	Aug. 4, 1898
34½	36	Chi., Ind. & St. Louis pf.	5,000,000	....	..	38½	July 27	23	Apr. 16	*20	Aug. 13, 1898
..	..	Chicago & Northwestern pf.	22,376,600	July 6, 1898	1¾	*176	Mar. 2	163	Jan. 3	*175¼	Aug. 12, 1898
..	..	Chicago Stock Yards	6,500,000	July 1, 1898	4	..	....	..	....	102½	May 22, 1897
..	..	Chicago Stock Yards pf.	6,500,000	July 1, 1898	1½	120	June 4	120	June 4	120	June 4, 1898
169	..	Cleveland & Pittsburg	11,243,736	June 1, 1898	1¾	*174	Aug. 8	*169½	June 24	*172	Aug. 11, 1898
1½	2¼	Colorado Coal & Iron Dev. pf.	500,000	....	..	2½	Jan. 7	2	June 6	2⅛	June 6, 1898
5	6½	Colorado Midland	3,420,200	....	..	*6	June 6	*5	June 6	*5	Aug. 9, 1898
14	16	Colorado Midland pf.	4,644,800	....	..	*18½	June 4	14	June 23	*15	Aug. 9, 1898
..	..	Commercial Cable	10,000,000	July 1, 1898	1¾	180	July 12	180	July 12	*180	July 15, 1898
..	..	Consol. K. C. Smelt. & Ref. pf.	976,325	July 15, 1898	1¾	99½	May 24	99½	May 24	99½	May 24, 1898
40	..	Consolidation Coal	10,250,000	Feb. 1, 1898	2	*46	June 27	40	May 17	46	June 27, 1898
75	85	**Des Moines & Ft. Dodge pf.**	763,500	Aug. 2, 1898	6	..	....	..	....	*70	Dec. 31, 1897
..	..	Duluth, South Shore & Atlantic	12,000,000	....	..	2⅝	Aug. 5	2⅝	Aug. 5	2⅝	Aug. 5, 1898
..	..	Duluth, South Shore & Atl. pf.	10,000,000	....	..	7½	Feb. 5	5	Apr. 4	[illegible]	June 29, 1898
..	60	**Eastern Elevator**	1,000,000	....	..	66	Mar. 11	†57	July 23	†57	July 23, 1898
350	..	Eighth Avenue	1,000,000	July, 1898	3¾	*350	July 29	*335	June 16	*350	Aug. 5, 1898
..	..	Erie Tel. & Tel.	48,000,000	May 16, 1898	1	..	....	..	....	75	Oct. 14, 1897
25½	26	Evansville & Terre Haute	4,000,000	August, 1893	7½	26	May 11	*20	Feb. 17	26	Aug. 3, 1898
36	38	**Flint & Pere Marquette pf.**	6,500,000	Feb. 15, 1893	2	43	Jan. 28	*27	Mar. 26	37½	Aug. 11, 1898
..	..	**General Electric pf.**	4,252,000	July 1, 1893	3½	..	....	..	....	75	Mar. 22, 1898
..	..	Gold & Stock Tel.	5,000,000	July, 1898	1½	..	....	..	....	*108½	Dec. 14, 1897
..	..	Green Bay & Western	2,500,000	....	..	*32½	Feb. 24	*30	Jan. 7	*30	Aug. 6, 1898
..	..	**H. B. Claflin Co.**	3,829,100	July 15, 1898	1½	92½	Feb. 10	*87¾	June 20	*88	July 15, 1898
..	..	H. B. Claflin Co. 1st pf.	2,600,300	Aug. 1, 1898	1¼	..	....	..	....	*94½	Dec. 30, 1897
..	..	H. B. Claflin Co. 2d pf.	2,570,600	Aug. 1, 1898	1½	..	....	..	....	*94	Dec. 11, 1897
..	..	Harlem	8,638,650	July 1, 1898	2	*350	July 19	*320	Jan. 5	*345	July 26, 1898
52	..	Homestake Mining	12,500,000	July 25, 1898	50c.	*53½	July 21	43	Apr. 2	*53½	July 21, 1898
5½	6½	**Kanawha & Michigan**	9,000,000	....	..	6¾	Jan. 2	6	Feb. 2	6⅝	Aug. 8, 1898
..	..	Keely Motor	....	....	..	..	....	..	....	4½	Mar. 9, 1897
4	5	Keokuk & Des Moines	2,600,000	....	..	5½	June 11	*2½	Jan. 26	4½	Aug. 12, 1898
29	32	Keokuk & Western	4,000,000	Apr. 1, 1898	1	34½	Mar. 1	30	June 2	30	July 11, 1898
4	9¾	Kingston & Pembroke	4,500,000	....	..	4½	Aug. 10	2	May 19	4½	Aug. 10, 1898
..	..	**Lake Shore** certificates	....	....	..	190	May 27	*180	May 2	*188	July 7, 1898
4	6	**Manhattan Beach**	5,000,000	....	..	5¼	Jan. 24	4	Jan. 20	*5	June 13, 1898
..	..	Mergenthaler Linotype	10,000,000	June 30, 1898	5	*152	May 31	*140	Mar. 9	*152	May 31, 1898
½	1	Mexican National certificates	33,350,000	....	..	1½	May 2	1	Feb. 10	1¼	June 7, 1898
..	..	Michigan Peninsular Car	2,000,000	Oct. 1, 1893	2	..	....	..	....	14	Sept. 9, 1897
..	..	Michigan Peninsular Car pf.	5,000,000	June 30, 1898	2	*54	Jan. 29	*54	Jan. 29	*54	Jan. 29, 1898
6	..	Minn., St. P. & S. Ste. Marie	14,000,000	....	..	7	Jan. 5	6½	Mar. 11	6½	Mar. 11, 1898
18	..	Minn., St. P. & S. Ste Marie pf.	7,000,000	....	..	..	....	..	....	10	Dec. 2, 1897
170¼	175	Morris & Essex	15,000,000	July, 1898	3½	*175	Jan. 14	*167½	Jan. 4	174	Aug. 10, 1898
..	..	**Nash., Chat. & St. Louis**	10,000,000	Aug. 1, 1898	1	60	June 1	60	June 1	60	June 1, 1898
73	77	National Starch 1st pf.	3,000,000	May 1, 1898	2	*81	Jan. 24	60	Mar. 25	73	Aug. 11, 1898
27	29	National Starch 2d pf.	2,500,000	January, 1893	6	30	Jan. 27	15	June 29	27	Aug. 11, 1898
35	42	New Central Coal	1,000,000	....	..	41	Aug. 4	41	Aug. 4	41	Aug. 4, 1898
60	80	N. Y., Chi. & St. Louis 1st pf.	5,000,000	Mar. 1, 1898	2	76	Jan. 31	*65	May 10	76	Aug. 9, 1898
..	..	N. Y., Lack. & Western	100,000,250	July, 1898	1¼	*123¾	Feb. 16	*120	Apr. 20	*123½	July 7, 1898
..	..	New York Mutual Gas	3,500,000	July 11, 1898	5	..	....	..	....	*350	Nov. 16, 1897
..	..	New Jersey & New York Tel.	5,000,000	Apr. 15, 1898	2½	..	....	..	....	*124	Jan. 28, 1897
..	..	**Omaha & St. Louis**	621,900	....	..	7	Mar. 5	7	Mar. 5	7	Mar. 5, 1898
4	6	Ontario Mining	15,000,000	Dec. 1, 1897	75c.	*5	June 17	*3	Mar. 8	*3⅝	July 30, 1898
..	..	**Panama**	7,000,000	Jan. 3, 1896	2	..	....	..	....	*35	Sept. 22, 1897
330	..	Pennsylvania Coal	5,000,000	May 1, 1898	4	*350	Feb. 25	*325	Mar. 23	*325	Mar. 23, 1898
1	1½	Peoria, Dec. & Evansville	8,400,000	....	..	2¼	May 23	⅞	Jan. 7	1	Aug. 2, 1898
..	..	P. Lorillard pf.	2,000,000	July 1, 1898	2	*116	July 27	*116	July 27	*116	July 27, 1898
172	..	Pitts., Ft. Wayne & Chi	19,714,285	July 5, 1898	1¾	*173	July 27	*168	Feb. 25	*173	July 27, 1898
..	7	Pittsburg & Western pf.	5,000,000	....	..	7	June 17	5⅝	June 11	6½	July 22, 1898
1⅝	..	**Quicksilver**	5,708,700	....	..	2¼	Jan. 27	1⅝	Aug. 10	2	Aug. 10, 1898
6	8	Quicksilver pf	4,291,300	 1891	4⅜	6¾	June 18	5	June 2	5½	Aug. 4, 1898
123	..	**Rome, Watertown & Ogd.**	10,000,000	Aug. 15, 1898	1¼	*123	Jan. 4	*116¼	Mar. 28	122	July 5, 1898
25	27	**St. Paul & Duluth**	4,680,200	July 5, 1897	3	27	Aug. 11	*17½	July 9	27	Aug. 11, 1898
59¼	59½	Silver Bullion certificates	....	....	..	59¼	Aug. 6	56	May 5	59¼	Aug. 6, 1898
200	..	**Sixth Avenue**	2,000,000	July 1, 1898	3½	..	....	..	....	195	July 19, 1897
..	..	**Standard Gas**	5,000,000	July 1, 1898	1½	*147	Jan. 24	143½	Jan. 21	*147	Jan. 22, 1898
..	..	**Standard Gas pf.**	3,721,100	July 1, 1898	5	*144½	Jan. 8	*144½	Jan. 22	*144½	Jan. 24, 1898
..	..	**Southern & Atlantic Tel.**	559,525	April, 1898	2½	100	Feb. 17	100	Feb. 17	100	Feb. 17, 1898
..	..	**Texas Central**	2,649,400	....	..	..	....	..	....	10	July 13, 1897
..	..	Texas Central pf.	1,324,500	Jan. 15, 1898	3	..	....	..	....	*40½	Feb. 5, 1897
172	176	Third Avenue	10,000,000	May 31, 1898	2	194½	Feb. 16	155	Apr. 21	179	Aug. 11, 1898
10	15	Toledo & Ohio Central	6,500,000	Nov. 25, 1896	1	*15	Feb. 10	*15	Feb. 10	*15	Feb. 10, 1898
20	40	Toledo & Ohio Central pf.	3,708,000	July 25, 1896	1¼	*41	Feb. 7	*38½	Feb. 8	*40	Feb. 10, 1898
..	..	Twin City Rapid Transit pf.	1,137,200	April, 1898	1¾	..	....	..	....	*95	Dec. 23, 1897
..	..	**Union Ferry**	3,000,000	July 1, 1898	1	..	....	..	....	64	July 13, 1897
..	..	United N. J. R. R. & Canal	21,240,400	July, 1898	2½	..	....	..	....	*215½	Mar. 15, 1897
..	..	Utica & Black River	2,223,000	March, 1898	3½	..	....	..	....	165	Oct. 20, 1897
..	..	**Warren Railroad**	1,800,000	July, 1898	3½	..	....	..	....	167	Aug. 24, 1897
..	..	Western Gas	4,000,000	July 20, 1898	3	86	Jan. 17	86	Jan. 17	86	Jan. 17, 1898
..	..	Western Union Beef	13,600,000	Nov. 23, 1897	2	8	Jan. 13	7½	Jan. 5	8	Apr. 18, 1898
..	..	Wisconsin Central	12,000,000	....	..	3⅝	Jan. 17	1⅝	Mar. 22	2¼	Aug. 9, 1898
..	..	Wisconsin Central pf.	8,000,000	....	..	8	Jan. 17	5	Feb. 5	6	July 28, 1898

*Sales of less than 100 shares. †Sale buyer 10 days.

BANK STATEMENTS.

The weekly statement of the New York City Associated Banks, issued Saturday, shows a decrease in the reserve of $4,272,600. The banks now hold $28,839,250 more than the legal requirements. The changes in the averages show an increase in loans of $7,332,200, a decrease in specie of $1,652,200, a decrease in legal tenders of $1,556,600, an increase in deposits of $4,259,200 and a decrease in circulation of $29,100.

The following is a comparison of the averages of the New York banks for the last two weeks and for the corresponding date last year:

	Aug. 20,'98.	Aug. 13,'98.	Aug. 21,'97.
Loans	$666,743,400	$659,411,200	$558,618,300
Specie	164,572,200	166,224,400	93,205,600
Legal tenders	55,519,500	57,076,100	105,547,200
Net deposits	765,013,800	760,754,600	635,997,400
Circulation	14,202,000	14,231,100	13,252,200

The following shows the amount of reserve held above the legal requirements:

	Aug. 20,'98.	Aug. 13,'98.	Aug. 21,'97.
Specie	$164,573,200	$166,224,400	$93,205,600
Legal tenders	55,519,500	57,076,100	105,547,200
Total r's've.	$220,092,700	$223,300,500	$192,758,200
Reserve required ag'st deposits	191,253,450	190,188,650	158,999,350
Excess of reserve above legal req'rements	$28,839,250	$33,111,850	$39,753,450

The following table shows the amount of surplus reserve held by the New York Clearing House banks at the end of each week in the present year and the corresponding weeks in 1897 and 1896:

	1898.	1897.	1896.
Jan. 8	$22,281,575	$43,991,450	$27,183,100
Jan. 15	25,968,775	52,172,525	32,345,550
Jan. 22	31,275,200	57,067,800	37,678,500
Jan. 29	35,609,450	59,148,250	39,622,400
Feb. 5	34,781,625	54,549,050	40,182,425
Feb. 13	32,497,050	51,678,225	36,818,875
Feb. 19	25,688,450	56,665,850	28,927,050
Feb. 26	22,950,825	57,520,975	24,422,150
March 5	20,823,500	55,556,925	23,224,500
March 12	22,721,425	52,863,550	21,448,825
March 19	28,069,050	48,168,975	19,642,675
March 26	33,851,475	48,895,750	18,042,675
April 2	35,720,800	47,686,575	17,005,975
April 9	35,086,475	46,170,050	17,931,250
April 16	37,346,075	46,968,900	18,139,350
April 23	43,525,100	49,257,900	20,678,675
April 30	44,504,675	48,917,625	23,944,275
May 7	42,916,475	44,095,275	20,242,125
May 14	46,997,225	44,490,550	18,577,975
May 21	50,715,250	45,996,950	21,701,500
May 28	53,704,600	46,616,100	22,230,675
June 4	52,249,700	45,820,825	18,426,800
June 11	53,641,100	47,691,475	20,677,050
June 18	59,272,800	48,399,950	19,918,250
June 25	62,396,250	49,239,150	21,917,325
July 2	62,612,550	41,394,875	20,226,250
July 9	53,245,300	41,361,375	22,237,275
July 16	49,265,825	46,036,900	21,772,025
July 23	43,012,050	47,361,575	18,490,550
July 30	41,964,475	45,720,150	17,725,600
Aug. 6	39,896,000	41,042,125	13,315,575
Aug. 13	33,111,850	39,282,725	9,400,175
Aug. 20	28,839,250	39,753,450	9,270,150

The following shows the surplus reserve at this time for a series of years:

1898	$28,839,250	1893	*$12,045,800
1897	39,753,450	1892	12,373,375
1896	9,270,150	1891	14,109,800
1895	31,366,575	1890	*2,512,975
1894	67,896,650	1889	2,066,022

*Deficit.

BULLION STATISTICS.

Silver bullion certificates were last quoted on the Stock Exchange at 59¼@59½c per ounce.

Silver was quoted in London at 27⅜d per ounce, and in New York at 59¾c. Mexican dollars were quoted at 46c.

The Mercantile Safe Deposit Company holds [illegible] ounces of silver bullion.

FOREIGN TRADE FIGURES.

Following are the returns of foreign commerce for the week ended Friday last, compared with the corresponding week last year. In the case of the exports of general merchandise the returns are for the week ended Tuesday:

Imports of Dry Goods and General Merchandise.

Week ended Aug. 19, 1898	$7,118,578
Week ended Aug. 20, 1897	5,262,596
From Jan. 1, 1898	276,108,690
From Jan. 1, 1897	339,462,628

Exports of General Merchandise.

Week ended Aug 16, 1898	$9,156,608
Week ended Aug. 17, 1897	9,105,569
From Jan 1, 1898	290,952,084
From Jan. 1, 1897	248,941,084

Imports of Gold.

Week ended Aug. 19, 1898	$1,543,695
Week ended Aug. 20, 1897	420,508
From Jan. 1, 1898	71,960,198
From Jan. 1, 1897	3,157,920

Exports of Gold.

Week ended Aug. 19, 1898	$53,120
From Jan. 1, 1898	4,754,717
From Jan. 1, 1897	29,628,907

Net Imports of Gold.

Week ended Aug. 19, 1898	$1,490,575
Week ended Aug. 20, 1897	420,508
From Jan. 1, 1898	67,205,481

Net Exports of Gold.

From Jan. 1, 1897	$26,470,987

Imports of Silver.

Week ended Aug. 19, 1898	$22,127
Week ended Aug. 20, 1897	43,726
From Jan. 1, 1898	1,515,847
From Jan. 1, 1897	1,793,561

Exports of Silver.

Week ended Aug. 19, 1898	$1,543,696
Week ended Aug. 20, 1897	1,004,725
From Jan. 1, 1898	28,957,648
From Jan. 1, 1897	30,300,753

Net Exports of Silver.

Week ended Aug. 19, 1898	$1,521,569
Week ended Aug. 20, 1897	960,999
From Jan. 1, 1898	27,441,801
From Jan. 1, 1897	28,507,192

Total Imports of Specie.

Week ended Aug. 19, 1898	$1,565,822
Week ended Aug. 20, 1897	464,234
From Jan. 1, 1898	73,476,045
From Jan. 1, 1897	4,951,481

Total Exports of Specie.

Week ended Aug. 19, 1898	[illegible]
Week ended Aug. 20, 1897	[illegible]
From Jan. 1, 1898	[illegible]
From Jan. 1, 1897	[illegible]

Total Net Imports of Specie.

Week ended Aug. 19, 1898	[illegible]
From Jan. 1, 1898	[illegible]

Total Net Exports of Specie.

Week ended Aug. 20, 1897	[illegible]
From Jan. 1, 1897	[illegible]

[illegible]

REDMOND, KERR & CO.,

[illegible]

MEMBERS NEW YORK STOCK EXCHANGE.

LIST OF CURRENT OFFERINGS SENT UPON APPLICATION.

41 Wall Street, New York.

DIVIDENDS.

STEAM RAILROAD STOCKS.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Atlantic & Danville pf.	1	Sep. 1	......	......
Boston & Albany (quarter)	2	Sep. 30	[illegible]	Oct. 1
Boston & Maine (quarter)	1¾	Oct. 1	......	......
Boston & Maine pf. (semi-annual)	3	Sep. 1	......	......
Canadian Pacific	2	Oct. 1	Sep. 9	Oct. 3
Canadian Pacific pf.	2	Oct. 1	Sep. 9	Oct. 3
Chicago & Alton (quarter)	1¾	Sep. 1	Aug. 10	Sep. 2
Chicago & Alton pf. (quarter)	1¾	Sep. 1	Aug. 10	Sep. 2
Chi., Bur. & Quincy (quarter)	1½	Sep. 15	Aug. 19	[illegible]
Cleveland & Pittsburg (quarter)	1¾	Sep. 1	Aug. 10	Sep. 2
Fort Wayne & Jackson pf.	2¼	Sep. 1	Aug. 15	Sep. 2
Illinois Central (semi-annual)	2½	Sep. 1	Aug. 1	[illegible]
Mexican Northern (quarter)	1	Sep. 3	Aug. 20	Sep. 3
Norfolk & Western pf.	2	Aug. [illegible]	Aug. 15	Aug. [illegible]
North. Pennsylvania (quarter)	2	Aug. 25	Aug. 10	Aug. 20
Northern Pacific pf. (quarter)	1	Sep. [illegible]	Aug. 10	Aug. 22
St. Paul & Duluth pf.	3½	Sep. 1	Aug. 5	Sep. 1

STREET RAILWAY STOCKS.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
Metropolitan Street (quarter)	$1.25	Oct. 15	Aug. 31	Sep. 12
Niagara Falls Electric (quarterly)	1	Sep. 15	Sep. 1	Sep. 16

MISCELLANEOUS COMPANIES.

Company and Period.	Amt.	Payable.	Books Close.	Books Open.
American Coal (semi-annual)	4	Sep. 1	Aug. 20	Sep. 2
American Coal (extra)	1	Sep. 1	Aug. 20	Sep. 2
American Fisheries pf.	3½	Sep. 1	Aug. 2	Sep. 1
Diamond Match	2½	Sep. 12	Sep. 2	Sep. 12
Glucose Sugar Ref. pf. (quarter)	1¾	Sep. 1	Aug. 20	Sep. 1
Homestake Mining (monthly)	20c	Aug. 25	Aug. 20	Aug. 26
Homestake Mining (extra)	25c	Aug. 25	Aug. 20	Aug. 26
Laclede Gas Light	1½	Sep. 15	Aug. 29	Sep. 16
National Biscuit pf. (quarter)	1¾	Aug. 31	Aug. 23	Sep. 1
National Lead pf. (quarter)	1¾	Sep. 15	Aug. 25	Sep. 16
Michigan Peninsular Car pf.	2	Aug. 27	Aug. 19	Aug. 29
People's Gas Light and Coke of Chicago (quarter)	1½	Aug. 25	Aug. 12	Aug. 26
Standard Oil (quarter)	3	Sep. 15	Aug. 17	Sep. 16
Standard Oil (extra)	2	Sep. 15	Aug. 17	Sep. 16
Welsbach Com. pf. (quarter)	2	Sep. 9	Sep. 1	Sep. 10

MEETINGS.

	Books Close.	Books Open.	Date.	Nature.
Ann Arbor Railroad	Aug. 17	Sep. 19	Sep. 17	Annual
Chi., Ind. & Louisville	Aug. 31	Sep. 22	Sep. 21	Annual
Chi., Mil. & St. Paul	Aug. 26	Sep. 19	Sep. 17	Annual
Illinois Central	Sep. 12	Sep. 29	Sep. 28	Annual
Minneapolis & St. Louis	Sep. 3	Oct. 5	Oct. 4	Annual
Oregon Short Line	......	....	Sep. 7	Inc. B.
St. Joseph (Mo.) Gas	Aug. 20	Sep. 22	Sep. 21	Annual
Tenn. Coal, Iron & R. R.	......	....	Sep. 15	Special
Toledo & Ohio Central	Aug. 5	Sep. 6	Sep. 5	Annual
Wabash	......	....	Sep. 13	Annual

TREASURY STATEMENT.

WASHINGTON, Aug. 20.—Following is a statement of the condition of the United States Treasury and the receipts and expenditures of the Government on the 20th day of August, 1898:

CASH IN THE TREASURY.			
Gold coin	$134,922,694.16		
Gold bullion	104,224,598.50		
		$239,147,292.66	
Outstanding gold certificates	$37,253,149.00		
Less gold certificates in Treasury	1,642,060.00		
		35,611,089.00	
			*$203,536,203.66
Standard silver dollars	$402,567,291.00		
Silver bullion	804,586.72		
		$403,371,877.72	
Outstanding silver certificates	$401,142,504.00		
Less silver certificates in Treasury	8,219,638.00		
		392,922,866.00	
			10,449,011.72
Standard silver dollars of 1890	$3,431,642.00		
Silver bullion of 1890, (cost)	96,146,638.00		
		$99,578,280.00	
Less outstanding Treasury notes		99,578,280.00	
United States notes		$71,824,355.00	
Outstanding currency certificates	$25,105,000.00		
Less currency certificates in Treasury	4,180,000.00		
		20,925,000.00	
			50,899,355.00
Treasury notes of 1890	$4,453,267.00		
National bank notes	4,329,190.58		
Fractional silver coin	11,410,944.53		
Fractional currency	24.84		
Minor coin	1,244,876.95		
Deposits in National banks	60,975,707.34		
Bonds and interest paid	3,018,622.80		
		85,432,134.04	
Less National bank 5 per cent. fund	$8,310,280.34		
Outstanding checks and drafts	11,263,510.63		
Disbursing officers' balances	50,970,096.44		
Post Office Department account	3,045,601.36		
Miscellaneous items	1,986,696.01		
		75,576,184.78	
			9,855,949.26
Available cash balance, including gold reserve			$274,740,519.64

RECEIPTS.	This Day.	This Month.	This Fiscal Y'r.
Customs	$564,895.78	$10,866,911.32	$26,036,592.28
Internal revenue	728,079.59	16,665,059.52	42,835,756.81
Miscellaneous	17,544.15	935,702.67	3,442,433.00
Total receipts	$1,310,519.52	$28,467,673.51	$72,314,782.00
EXPENDITURES.			
Civil and miscellaneous	130,000.00	5,647,000.00	17,708,387.26
War	830,000.00	17,055,000.00	51,829,153.27
Navy	175,000.00	5,020,000.00	13,534,279.61
Indians	10,000.00	481,000.00	1,150,868.55
Pensions	302,000.00	11,010,000.00	23,667,894.50
Interest	100,000.00	2,300,000.00	7,885,892.25
Total expenditures	$1,547,000.00	$41,513,000.00	$115,776,475.44
Excess of expenditures over receipts	236,480.48	13,045,326.49	43,461,693.35
NATIONAL BANK FUND.			
Deposits under act July 14, 1890	......	533,930.00	2,374,504.00
Redemptions under act July 14, 1890	44,650.00	1,062,537.50	2,718,582.50

REDEMPTION OF NOTES.	U. S. Notes. (Since 1879.)	Treasury Notes. (Since 1890.)	Total.
To date	$521,078,741.00	$92,853,638.00	$613,932,379.00
This fiscal year	4,257,234.00	279,020.00	4,536,254.00
This month	389,863.00	29,578.00	419,441.00
This day	12,954.00	2,635.00	15,589.00

*Net gold and bullion, including $100,000.000 reserved for redemption of United States notes, Section 12, act July 12, 1882.

SALES OF MINING STOCKS.

The following sales of mining stocks were made during the past week:

ON THE STOCK EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Kings. & Pem.	.19	.19	.19	.19	100
Phenix	.13	.13	.13	.13	100
Total sales					200

ON THE CONSOLIDATED EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Alamo	.04	.04	.04	.04	2,500
Anaconda	.37	.37	.37	.37	500
Argentum	.20	.20	.20	.20	300
Belcher	.15	.15	.15	.15	500
Con. Cal. & Va.	.40	.40	.40	.40	300
C. & C. Cr. Con.	.10	.10	.10	.10	1,000
Homestake	49.75	49.75	49.75	49.75	5
Mexican	.20	.20	.20	.20	400
Mollie Gibson	.20	.20	.20	.20	300
Pharmacist	.04	.04	.04	.04	11,000
Portland	1.25	1.25	1.25	1.25	800
Union	.20	.20	.20	.20	500
Yellow Jacket	.25	.25	.25	.25	1,300
Total sales					19,505

ON THE MINING EXCHANGE.

	First.	High.	Low.	Last.	Sales.
Gold Magnet	.002	.002¼	.002	.002¼	12,000
Justine	.01½	.03	.01½	.03	3,000
Rocky Mt.	.10⅝	.10⅝	.10¼	.10½	15,200
Sentinel	.004	.006	.004	.006	40,000
Total sales					175,500

CLEARING HOUSE COMPARISONS.

	Exchanges.	Balances.
Aug. 20	$843,316,542	$44,082,593
Aug. 13	778,612,666	46,763,251
Aug. 6	741,158,272	56,354,966
July 30	644,528,336	39,372,795
July 23	630,290,419	46,140,432
July 16	720,898,050	47,100,838
*July 9	617,814,853	44,564,178
July 2	826,863,632	62,660,979
June 25	655,289,867	43,167,523
June 18	763,433,231	47,170,993
June 11	747,874,044	37,216,335
*June 4	719,788,421	41,451,405
May 28	706,878,309	40,433,281
May 21	756,408,491	44,270,061
May 14	819,486,982	46,850,109
*May 7	778,748,624	42,742,666
April 30	631,658,506	41,238,796
April 23	628,188,250	35,903,111
April 16	630,947,708	35,834,274
April 9	635,828,308	36,559,229
April 2	782,961,674	58,889,842
March 26	611,838,204	38,966,193
March 19	785,675,895	48,968,658
March 12	732,221,310	39,548,544
March 5	904,747,377	50,181,172
*Feb. 26	803,511,568	41,639,438
Feb. 19	906,600,610	48,226,399
Feb. 12	725,190,643	37,429,764
Feb. 5	923,210,938	54,212,451
Jan. 29	825,018,146	51,576,574
Jan. 22	852,827,065	46,061,532
Jan. 15	801,167,231	46,965,003
Jan. 8	1,042,897,394	62,870,869

*Five days.

VERMILYE & CO.,

BANKERS,

NASSAU AND PINE STREETS, NEW YORK CITY.

27 STATE STREET, BOSTON.

Dealers in U. S. Government Bonds and other Investment Securities.

Deposits Received and Interest Allowed on Balances.

Spencer Trask & Co.,

BANKERS.

Bonds and Stocks Bought and Sold on Commission.

DEALERS IN

Investment Securities.

27 AND 29 PINE ST., NEW YORK.

State and James Sts., Albany.

The Mercantile Trust Co.

NO. 120 BROADWAY.

Capital and Surplus, $5,000,000

Interest allowed upon Deposits.

OFFICERS:

LOUIS FITZGERALD, President.

JOHN T. TERRY, HENRY B. HYDE, HENRY C. DEMING, } Vice Presidents.

GEO. H. SQUIRE, Treasurer.

ERNEST R. ADEE, Secretary.

CLINTON HUNTER, Assistant Secretary.

WM. C. POILLON, Assistant Treasurer.

DIRECTORS:

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John Jacob Astor, Clement A. Griscom,
Marcellus Hartley, John T. Terry,
Henry B. Hyde, George J. Gould,
Eugene Delano, A. J. Cassatt,
J. Roosevelt Roosevelt, Thomas T. Eckert,
Henry G. Marquand, James McCreery,
C. C. Cuyler, Rudolph Ellis,
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John E. Searles, James H. Hyde,
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J. Hampden Robb, John W. Hunter,
James W. Alexander, James Stokes,
William H. Slocum, Sidney Dillon Ripley,
George Coppell, Henry C. Deming,
John J. McCook, L. C. Weir,
Oliver Ames, Henry B. Ely.

THE BANK OF NEW AMSTERDAM

BROADWAY AND 39TH ST., N. Y.

CAPITAL, $250,000; SURPLUS, $250,000.

FRANK TILFORD, *President.*

R. R. MOORE, *Vice-Pres.* G. J. BAUMANN, *Cashier.*

R. L. DAY & CO.,

Bankers,

1 Broad St., New York.

40 Water St., Boston.

Commission Orders Executed in Both Markets.

INVESTMENT SECURITIES.

Government AND Municipal Bonds

BOUGHT AND SOLD.

Also First Mortgage Bonds of Established Railways.

APPRAISEMENTS MADE OR QUOTATIONS FURNISHED FOR THE PURCHASE, SALE, OR EXCHANGE OF ABOVE SECURITIES.

LISTS ON APPLICATION.

N. W. HARRIS & CO.,

BANKERS,

NEW YORK—CHICAGO—BOSTON.

31 Nassau St., (Bank of Commerce Bldg.,) N. Y.

A. A. HOUSMAN & CO.,

Bankers and Brokers,

52 EXCHANGE PLACE,

NEW YORK.

HATCH & FOOTE,

Bankers and Brokers,

Investment Securities, Stocks & Bonds

Bought and Sold on Commission.

No. 3 Nassau & 18 Wall St., N. Y.

Established 1867. Members N. Y. Stock Exchange.

MANCHESTER CLOTH MARKET.

MANCHESTER, Aug. 21.—The business of the past week has been small, the sales not nearly equaling the output. Opinions as to prices show an unusual difference. Some say that yarns are scarcely lower, values being supported by the annual holiday reduction in the output, which is estimated to be 12,000,000 pounds in weight, while others report business following closely the break in cotton.

Meanwhile there certainly is no pressure on the stocks. Cloth is slow for the Eastern market, but a fair miscellaneous business is being done for the smaller markets, especially for South America. The home trade is slow, except for light seasonable weaves. Germany is waiting the outcome of the cotton movement before resuming large engagements, and prices are easier. Rouen reports dullness and lower prices.

North American Trust Company

NEW YORK: 100 BROADWAY. LONDON: 95 GRESHAM ST.

Capital paid up $1,000,000

Surplus $200,000

W. L. TRENHOLM, President.

Transacts a general trust business.

Allows liberal rates of interest on deposits and trust funds.

Issues Letters of Credit and Travellers' Circular Notes payable in dollars or in the money of any foreign country.

Acts as Trustee under mortgages for railway and other companies, and as Agent for the Registration of the stock, and for the transfer of the shares of incorporated companies.

Undertakes the examination of properties offered as security for bond issues, and the obtaining of expert information concerning the actual facts and prospects of reorganization proposals.

Qualified and empowered to act as executor, administrator, trustee, guardian, and assignee, and as receiver and custodian of funds under orders of Court.

The NORTH AMERICAN TRUST COMPANY has established a branch office at SANTIAGO, and is prepared to buy and sell drafts on and to make payments in SANTIAGO and to transact a general banking business. THE COMPANY is also prepared to receive the deposits of the SOLDIERS and SAILORS now in CUBA, and, under their directions, to make remittances to their families in the UNITED STATES, also to investigate and report in an advisory capacity about new enterprises in ALL LINES OF TRADE and MANUFACTURING, as well as in CITY PROPERTIES, WINTER HOMES, ELECTRIC PLANTS, RAILROADS, INDUSTRIALS, SUGAR and TOBACCO PLANTATIONS, in CUBA, PUERTO RICO, and the PHILIPPINES, by holding in trust PROPERTIES, CONTRACTS, MORTGAGES, and BONDS, either pending the closing of negotiations or for more extended or more definite periods.

Especial attention is called to the relations of THE COMPANY already established at MANILA with the CHARTERED BANK OF INDIA, AUSTRALIA, and CHINA, sufficient for the present needs of our MANUFACTURERS, MERCHANTS, TRAVELLERS, SOLDIERS, and SAILORS.

THE STATE TRUST CO.

100 BROADWAY.

Capital and Surplus, $1,800,000.

Acts as Trustee, Registrar, Transfer and Fiscal Agent of Corporations, and as Executor, Administrator, Trustee, Guardian, and Committee of Estates. Legal Depository for Court and Trust Funds. Takes full charge of Real and Personal Estates. Interest allowed on deposits.

FRANCIS S. BANGS, President.

W. A. NASH, Vice President.

MAURICE S. DECKER, Secretary.

H. M. FRANCIS, Treasurer.

H. B. BERRY, Trust Officer.

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Henry H. Cook, Charles Scribner,
Walter S. Johnston, Charles L. Tiffany,
Joseph N. Hallock, George W. White,
Edwin A. McAlpin, Percival Knauth,
Andrew Mills, Francis S. Bangs,
William A. Nash, Francis Lynde Stetson,
George Foster Peabody, Thomas A. McIntyre,
J. B. Probst, Edward E. Poor,
Henry Steers, Anson G. McCook,
George W. Quintard, R. A. C. Smith,
Thos. F. Ryan.

METROPOLITAN TRUST COM'Y

OF THE CITY OF NEW YORK.

Capital, $1,000,000 } 37 and 39 Wall St.
Surplus, 1,000,000 }

Designated by order of the Supreme Court as a legal depository. Will receive deposits of money on interest, act as fiscal or transfer agent, or trustee for corporations, and accept and execute any legal trust from persons or corporations on as favorable terms as other similar companies:

BRAYTON IVES, *President.*

FREDERICK D. TAPPEN, *Vice President.*

CHAS. M. JESUP, *2d Vice President.*

BEVERLY CHEW, *Secretary.*

RAYMOND J. CHATRY, *Assistant Secretary.*

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ROBERT HOE, J. HOWARD KING,
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RICHARD MORTIMER, WM. H. TILLINGHAST,
SAMUEL THOMAS, GEO. HENRY WARREN,
JOHN E. PARSONS, ROSWELL P. FLOWER,
JOHN T. TERRY, HAMILTON SMITH,
BRAYTON IVES, HALEY FISKE.

Chas. T. Wing & Co.

BONDS,

18 WALL STREET, NEW YORK.

Frank E. Wing, Henry A. Glassford,
Edward N. Gibbs, Special.